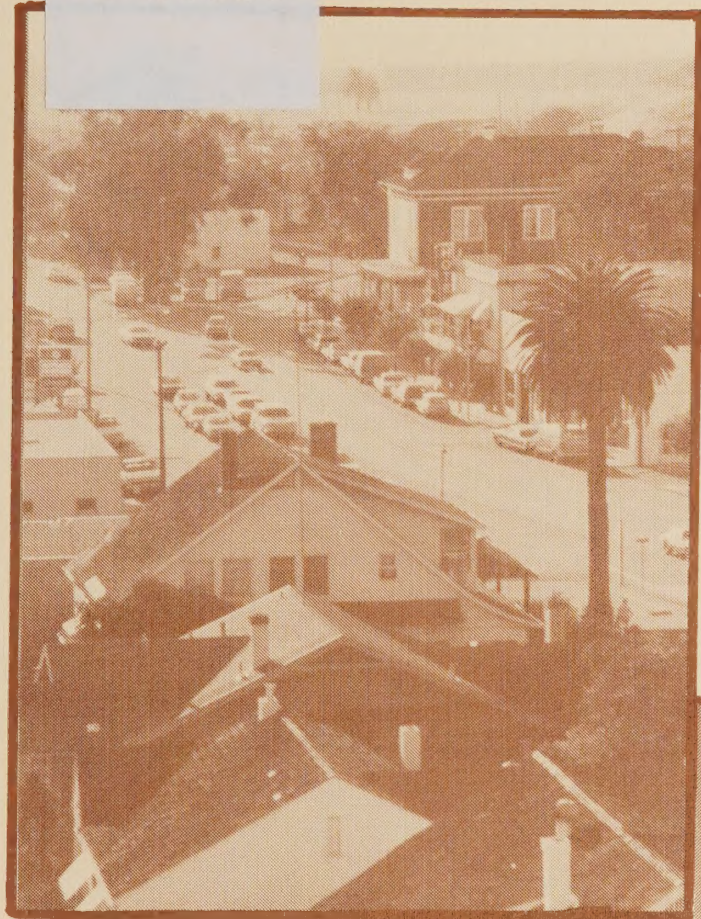


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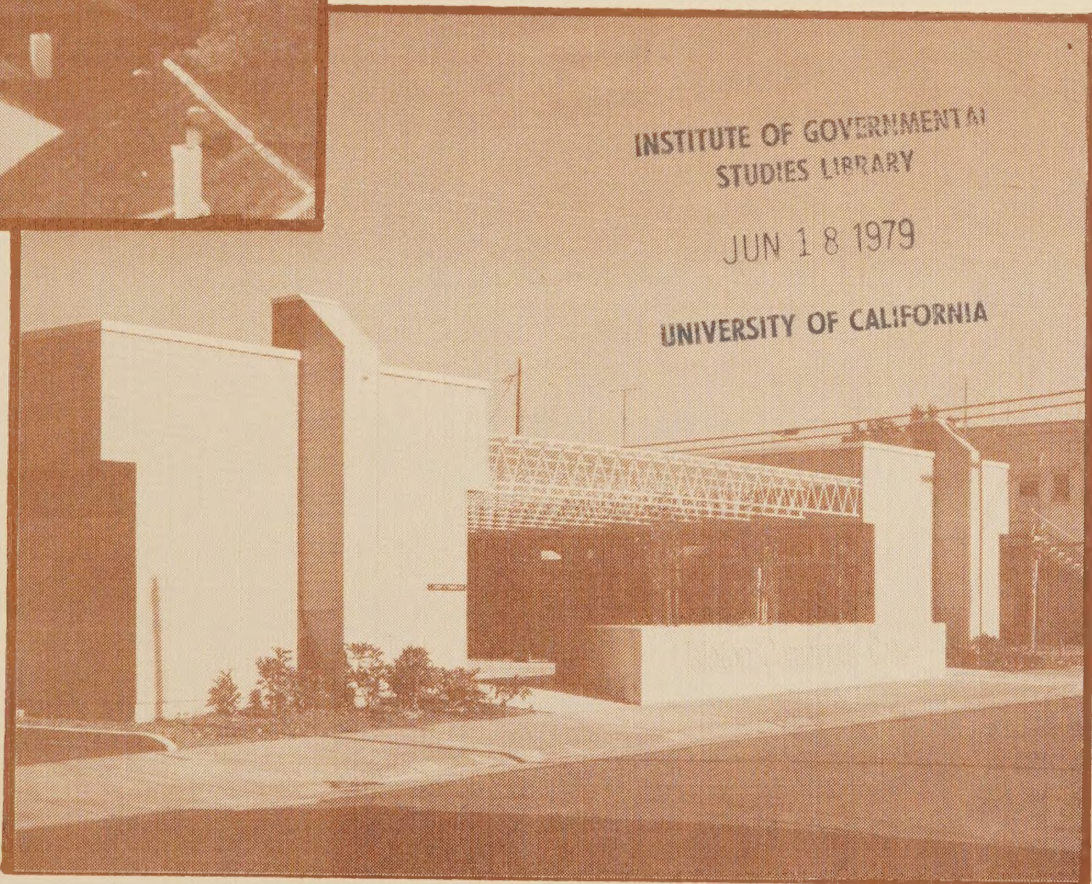
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GENERAL PLAN

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ISLETON GENERAL PLAN ENDORSEMENTS
Approved by Resolution No. 79-1, adopted by
the Planning Commission the 14th day of May, 1979.
Adopted the 23rd day of May, 1979, by the Isleton
City Council pursuant to Resolution No. 80-1.

THE CITY OF ISLETON GENERAL PLAN

ISLETON GENERAL PLAN ENDORSEMENTS

Approved by Resolution No. 79-1, adopted by
the Planning Commission the 14th day of May, 1979.

Adopted the 23rd day of May, 1979, by the Isleton
City Council pursuant to Resolution No. 866.

ISLETON CITY COUNCIL

Fred A. Himebauch, Mayor
George M. Apple
Paul deMesa
Larry L. Gardiner
Fred V. Wilson

City Clerk - John E. Golden

ISLETON PLANNING COMMISSION

Jean Harvie, Chairperson
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Rosemarie Butler, Secretary

Plan prepared by Roger Tointon,
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SUMMARY

PREAMBLE

This 1979 update of the Isleton General Plan has been done to bring the major policy document of the City Council in line with changing conditions in the City and external forces pressing upon it. It has been six years since adoption of the 1973 Plan and many changes have come about, among which are the rebuilding following the 1972 flood, major rehabilitation of the entire residential sector, an increase in demand for housing in the City, passage of Proposition 13, and a decision by the Federal Flood Insurance Administration not to recognize Isleton as safe from flooding.

These changes, along with new State requirements on the adoption of a housing element of the General Plan, have made it imperative that the Isleton General Plan be updated. This summary will cover what is considered of utmost importance to the City in 1979: fiscal problems and a major action program. Other policies and recommendations will be found in each major section of the document.



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SUMMARY

The key to the implementation of many major actions recommended in this Plan is financial stability and compatibility of the City. The present financial position of the City in the wake of Proposition 13 and in the face of building restrictions by the Federal Flood Insurance Administration are the biggest problems overshadowing the action program. There is a serious need for a fiscal plan of action and that will not come without someone to guide it.

The City needs a full-time administrator to plot a course of action which could bring in considerable money to the City. However, the present financial situation of the City probably will not allow that. Therefore, the City must seek help in gathering facts and laying out a few of the alternative courses of action open to it so that decisions can be made which can lead to a more stable future. There is help available from the Sacramento Regional Area Planning Commission, the Community Development section of the County and possibly others. It is extremely important that the City act now to request the help to get the ball rolling.

The City's fiscal problems are in two main areas: (1) the need for grant monies to finance needed improvements and projects, and (2) the need for increased general fund revenues for operating capital to offset the effects of Proposition 13 and to meet a new level of service to the residents. Some of these aspects are covered in the fiscal analysis section of the Local Agency Formation Commission's Isleton Sphere of Influence Study. The report provides a good outline of the problem and what must happen for improvement in the City's fiscal picture.

Some of the basic parts of Isleton's fiscal situation are as follows:

1. Proposition 13 will definitely have a negative effect on operating revenue. The degree of the long-range effect cannot yet be calculated accurately, but it may be in the neighborhood of 20%. At the same time, the residents of the City will increasingly benefit less than the property owner in the Sacramento urban area where property value is increasing at a much higher rate than in Isleton. This means that the residents in the Sacramento area will be paying an increasingly smaller percentage of tax on the inflating value of their homes than the resident in Isleton.

2. All of the State subventions to the City have remained virtually constant in the past five years except the motor vehicle in-lieu tax and the sales tax. Any change in the gas tax, cigarette tax and so forth will depend mostly upon the State Legislature. The sales tax probably has the largest potential of increasing Isleton's operating revenue in the future.
3. Federal and State grants-in-aid can be an important aid to solving some of Isleton's present problems. The City has benefitted from Federal revenue sharing funds, HUD 701 funds, and Community Development block grant funds. With the uncertainty of Sacramento County's fiscal situation, it does not look good for smaller entities like Isleton to obtain a share of these funds in the future. The best opportunity for the City in terms of grant money is through the Community Development Block Grants. Up to the 1979-1980 distribution of these funds by Sacramento County, Isleton has received a pitifully small portion in consideration of the high percentage of low income and needy in the community. This picture is going to change starting with the next allotment of funds

The City must get the facts presented to them (a request can be made to SRAPC) which will enable an intelligent decision on which option to follow concerning community development funds. The Sacramento County Community Development Section is proposing to change the way funds are allocated to small cities like Isleton. In the past, it was strictly on population and Isleton got very little. The new proposal is to base allocation on need with Isleton to get approximately \$100,000 per year for the next three years.

There is another option open to Isleton and that is to opt out of the County program and try for funds on their own, out of a different pot (different HUD/CD disbursement). In this option, they could try for up to \$500,000 per year for the next three years. However, the competition is keen and Isleton has no guarantee of success in an amount greater than now being offered by Sacramento County. The decision to get out of the present system and go for the bigger bucks must be done by December 1979. To Isleton's advantage in making this decision is that Folsom and Galt have already decided to do that for the 1979-1980 go-around and it will be known by July 1979 if they are successful. Their experience would be a valuable help to Isleton in making this important decision.

No matter which way the City decides to go, it is important to understand that there will be a need to properly plan for the use of the funds and then there must be a careful administration of them once they are received. One big drawback to getting Federal bucks is that you have to play according to ALL the RULES! This can be a real headache, especially to a small city like Isleton which does not presently have anyone on the staff with the time or experience and expertise to handle all the maneuvers and paperwork. Planning assistance in deciding what to use the money for can be obtained through SRAPC. However, there will probably have to be someone hired to follow through and to stir the pot for other monies that might be available to the City.

ACTION PLAN

The City Council needs to appoint a planning committee to investigate the problems involved and to draw up an action plan and time schedule to carry out the specific tasks listed in this General Plan document that need separate action from the normal City Council policy function. The special planning committee is to investigate the feasibility and cost of these projects as much as possible, asking the City Council for funds and authority where needed and drawing upon City staff where appropriate. The committee is to report periodically to the City Council on progress and, when appropriate, report their findings and recommendations to the residents of the City in a public meeting. Some of the more important tasks include:

1. Develop and overall financial plan for the City to fund and carry out the action program.
2. Obtain information on housing assistance programs available to the low income residents and get the information to the residents. This information should include rent subsidies, low interest rehabilitation loans, and interest subsidy programs for new housing.
3. Organize an ongoing rehabilitation campaign to spur interest in building rehabilitation in both commercial and residential areas. This campaign might include contests, awards, and other incentives as well as publicity on government assistance.
4. Work with the local bank, SRAPC, and the City-County Housing and Redevelopment Agency to determine the feasibility of redevelopment of the old Main Street commercial sector.

5. Have the improvement costs investigated for the new collector street on the Southern Pacific Railroad right-of-way so that this project can be included in the funding and construction schedule.
6. Have plans prepared for improving the play lot on Main Street and include it in the funding schedule.
7. Investigate the cost of extending the tree planting program to the residential areas and include it in the funding schedule.
8. Prepare a warning and evacuation plan and have it posted and distributed to all residents.
9. Initiate a zoning code amendment to include the Sacramento County scenic highway sign regulations for all property along Highway 160.
10. Investigate the cost of the City purchasing the City's water system from Citizens Utility Company and make recommendation to the City Council as to priority in conjunction with other projects.

INTRODUCTION

BACKGROUND

The General Plan is the official statement of the City Council establishing its major policies regarding the physical development of the City. It outlines major areas of concern, identifies the goals and objectives of the community relating to those areas of concern, and sets down positive recommendations for action to achieve those goals and objectives. Through establishing policies and recommendations on physical development, the General Plan serves as a guide for making decisions related to additions and changes to the City by the Planning Commission and the City Council. It also serves as a guide for private enterprise considering the development or redevelopment of land within the City.

The Isleton City Council first adopted a General Plan for the City on August 6, 1973. That plan was prepared by the Sacramento County Planning Department, working with City officials and responding to input from the residents of the City that participated at public meetings or otherwise. The 1973 Plan was prepared during the days of the disastrous 1972 flood and, consequently, had to address the problems that resulted. By the time of the 1979 update effort, many of the problems of the flood had been met and resolved, leaving Isleton physically in much better condition than before the flood. It is appropriate at this time to reassess goals and objectives and the overall direction that Isleton should be headed in the future. Such a reappraisal process should take place every five to seven years in the future.

LOCATION

The City of Isleton is located in Sacramento County, California, in the Sacramento-San Joaquin Delta area on Andrus Island, adjacent to the Sacramento River. State Highway 160 passes through the northern side of the City. Isleton is 34 miles south of the City of Sacramento and 75 miles east of San Francisco. The closest incorporated city is Rio Vista which is five miles to the west on State Highway Route 12.

The City limits extend approximately 1-1/3 miles east to the west and 1/2 mile north to the south. The City covers 252 acres, about half of which is vacant.

The climate of the Delta area is generally mild, between the coastal climate of the Bay area and the semi-arid climate of the Central Valley. The prevailing wind is from the southwest. Temperatures can range from 20° in the winter to 110° in the summer.

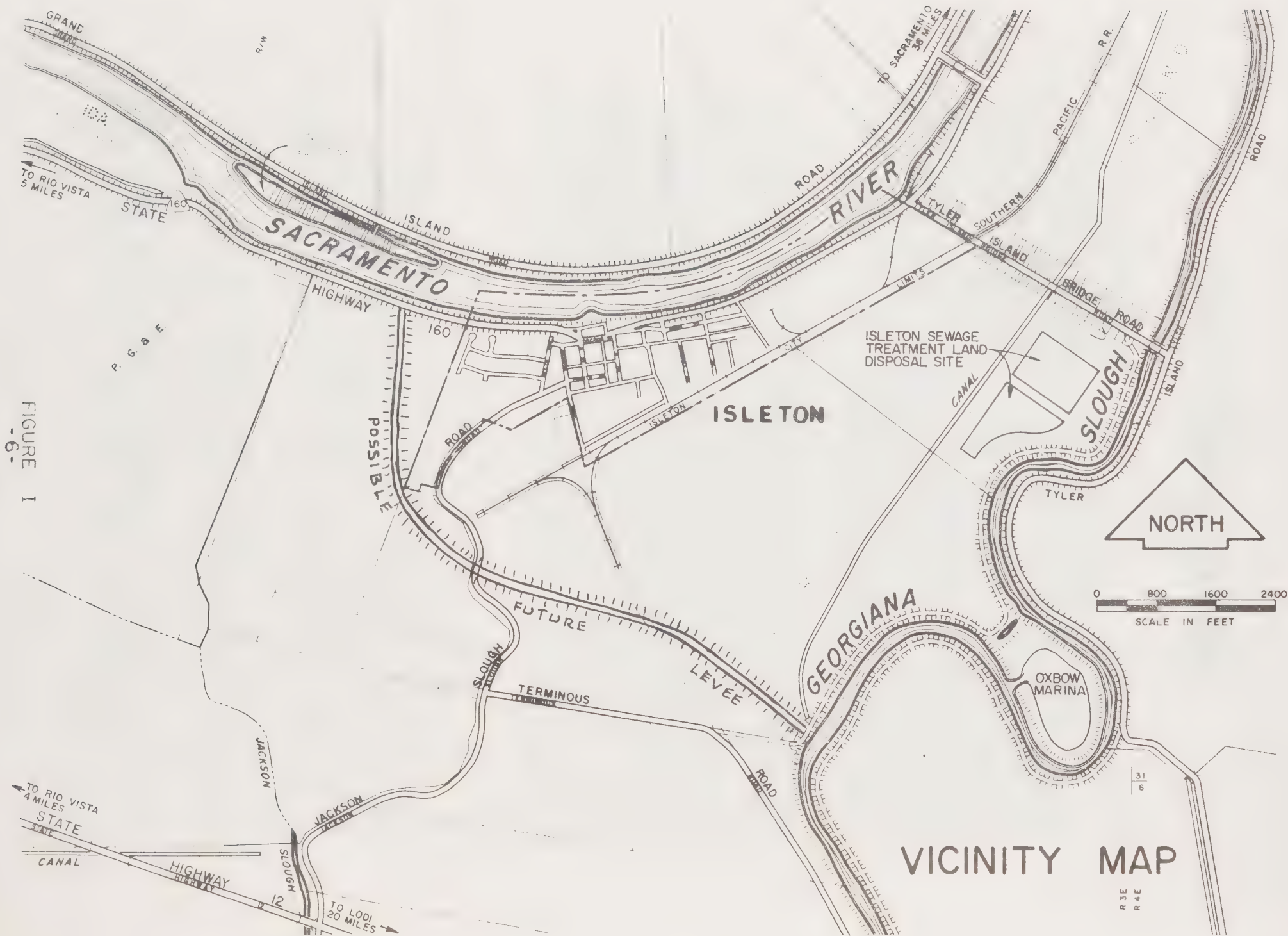


FIGURE 1
-6-

R3E
R4E

HISTORY

The first settlers in recorded history in the Isleton area were the Patwin Indians, who had a village at the confluence of the Sacramento River and the Old Jackson Slough. The Indians were peaceful hunters, but disappeared from the area soon after the white settlers arrived.

Andrus Island was first settled by George Andrus in 1852 at the upper end of the Island. Isleton was established in 1874 by Josiah Pool. A wharf was built the following year on the River at Jackson Slough. During the next several years, steamboats made twice daily stops at Isleton on routes between San Francisco, Sacramento and Marysville. Isleton became a major sugar beet producer in those early days. Vegetables and fruit trees were also cultivated until the late 1870's when mining debris seepage from the River began to damage the quality and quantity of the stone fruits. Consequently, the farmers switched to pear farming. This was the beginning of the Delta "pear belt" and made the region the world center for Bartlett pears.

In 1878, Isleton experienced a major flood from which it took the City ten years to recover. The town was flooded again in 1906. Both floods were a result of poorly constructed levees which broke during inclement weather.

During the first portion of the present century, Isleton flourished as a canning center of the Delta, at one time claiming to be the "Asparagus Capital of the World." The 1920's saw the canning industry begin to decline. This development, combined with the advent of the Great Depression of the 1930's, hit Isleton hard economically. Since the river boat traffic had ceased, and the major rail and highway routes by-passed the area, there was little the City could offer in the way of economic incentives to attract new industry or people. The last cannery, Sun Garden, closed in 1966.

The general decline in population continued following World War II and very little changed until June 21, 1972. On that day, a portion of a levee on Andrus Island gave way, flooding a major portion of Andrus and Brannan Islands and over half of Isleton. Things looked bleak for the City as up to 190 dwelling units were severely or partially flooded for up to four months and the loss of the water supply and sewer system forced evacuation of the town during this period.

The City and its residents showed that they were willing to fight for their town and not leave it in time of trouble. The population three years after the flood (according to the 1975 census) was two more than in 1970, and major work had been done to repair homes damaged by the flood. By 1978, there had been a major rehabilitation effort which left the overall housing conditions in Isleton considerably better than pre-flood days.

COMMUNITY CONCERNS

The overriding community concern in Isleton, as this Plan is written, is whether or not the City will be able to go on rebuilding and preparing for future growth which can assure the individual identity of the City -- the leading goal in the Plan. This concern comes about because of the stated objectives and goals of the Federal Flood Insurance Program toward Isleton. Unless an appeal is granted by the Federal Government, new residential, commercial and industrial growth in the City will be severely limited.

The second major concern in the community is how to generate sufficient City revenue to provide adequate community services to the citizens and properly maintain City facilities. Proposition 13 has severely hampered the ability of the already hard-pressed City administration to meet the bills and do the right job.

Attraction of new industry and business continues to be of strong public interest but not very actively pursued. Everyone seems to be for it, but no one seems to know how to do very much positive about it.

Providing new areas for residential expansion - provided the flood insurance problems are resolved - is high on the list of community concerns in late 1978. Housing is hard to find to buy or rent, and the City has long been short on apartment units. Realizing that a larger population base would make Isleton a more viable and vibrant community makes this public concern of real importance.

COMMUNITY GOALS

The following goals are a statement in a formal way of some of the maybe hidden concerns and aspirations of many segments of the population. These goals should serve as guidelines for the City Council as they weigh the many questions

on financing, services, facilities, programs to help different citizens groups, and proposals for new development by individual property owners. These goals should be reviewed annually and updated if appropriate so they can truly serve as the guide to City affairs.

1. TO MAINTAIN AND ENHANCE THE INTEGRITY OF THE CITY OF ISLETON AS A SEPARATE, IDENTIFIABLE COMMUNITY.
2. TO MAINTAIN A GENERAL PLAN WHICH WILL PROVIDE ADEQUATE SPACE FOR RESIDENTIAL, COMMERCIAL AND INDUSTRIAL USES AND A PROPER DISTRIBUTION OF COMMUNITY SERVICES TO ASSURE THE MAJOR LAND USES WILL FUNCTION SIDE BY SIDE IN A WELL PLANNED ENVIRONMENT.
3. TO PROVIDE AND MAINTAIN AN EFFECTIVE SYSTEM OF STREETS AND HIGHWAYS TO SERVE THE NEEDS OF THE CITY AND ITS CITIZENS.
4. TO PROVIDE OPPORTUNITY FOR THE DEVELOPMENT OF A WIDER RANGE OF HOUSING ACCOMMODATIONS IN TERMS OF TYPE AND PRICE RANGE TO ACCOMMODATE NEW GROWTH IN THE CITY.
5. TO ENCOURAGE THE PRESENT TREND FOR HOUSING REHABILITATION IN THE CITY BY SUPPORTING APPROPRIATE COMMUNITY BLOCK GRANT PROGRAMS AND OTHER FEDERAL HOUSING INCENTIVES AND ENFORCEMENT OF THE CITY'S NEW BUILDING CODES.
6. TO UTILIZE THE CITY'S NATURAL RESOURCES AND OPEN SPACES IN A CONSERVATIVE, SENSIBLE MANNER WHICH IS BENEFICIAL TO BOTH THE PEOPLE AND THEIR ENVIRONMENT.
7. TO PROVIDE ADEQUATE, WELL-DESIGNED PUBLIC FACILITIES TO SERVE THE NEEDS OF THE TOTAL COMMUNITY.
8. TO CONTINUE TO SEEK FEDERAL APPROVAL AND HELP IN MAINTAINING ISLETON AS A CITY BY CONTINUING EFFORTS FOR A NEW CROSS LEVEE ON BRANNAN ISLAND WHICH WOULD PROVIDE IMPROVED FLOOD PROTECTION TO THE CITY AND ENVIRONS.

LAND USE

GOAL: TO CREATE A LAND USE PLAN THAT WILL MEET THE NEEDS OF THE FUTURE WHILE SAFEGUARDING THE INTERESTS OF EXISTING RESIDENTS.

The land use element of a General Plan provides a foundation for many other elements of the Plan. Through this element, most decisions related to desired population density, directions of urban growth, and types of new urban land uses are made directly or indirectly. Population characteristics, density, and growth rates have been studied to help determine how Isleton is growing now, and how the City would like to grow in the future. The results of the analysis and the resulting land use plan are presented in this section.

POPULATION CHARACTERISTICS

This section contains charts and tables of data on various population characteristics of Isleton. When data for the City of Isleton by itself were not available (due to the 1970 census gathering techniques) for 1970 comparisons, the characteristics of Census Tract 98, of which Isleton comprises 58% of the population, were utilized. Despite the problems inherent in this technique of population enumeration, it still retains enough credibility to be useful in understanding the population characteristics of Isleton. This problem does not occur in the 1975 census data.

The population of the City of Isleton was not separately enumerated until the 1930 census. Prior to that time, the City's population was included in that of the Georgiana Township - an area which encompasses the delta of Sacramento County. These figures, from 1890 to 1930, have been graphically shown in Figure II to illustrate population trends in the Isleton area during an important period of development in Isleton.

Figure II shows a steady decline in the City's population until 1970. The decline was triggered by the closing of the canneries in the late 20's and in the early 30's and continued because of the lack of new economic opportunities in the area. The trend now, however slight, seems to be upward.

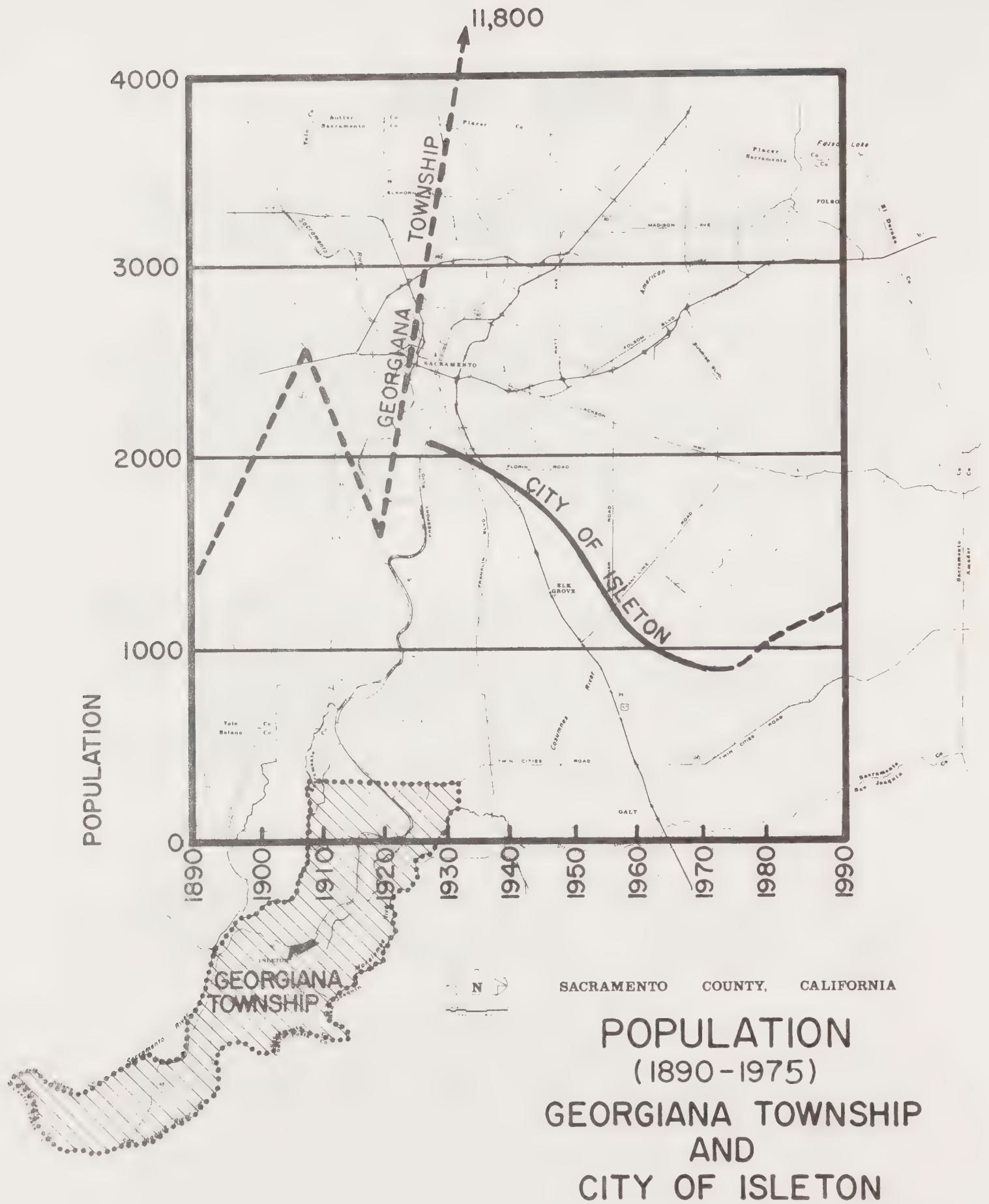


FIGURE II
-11-

Tables I and II illustrate the population of Isleton by age and sex. Analysis of these figures provides some basis for expecting the population trend in Isleton to bottom out and begin a moderate trend upward. Since the flood, there has been an increase in younger families with small children. The preschool children have increased 24% since 1970 with the school age through high school remaining about the same. This latter group now, as in 1970, is close to the County-wide average. The young adult ratio in Isleton of those 18-35 years of age also increased 24% since 1970. This reflects more young family units, but this age group is still substantially lower than the County-wide average.

Isleton's middleaged population (35-65) is down 21% since 1970 and now approximates the County-wide average. On the other hand, the elderly (65+) increased their percentage 12% since 1970 to where that age group is now 233% of the County average (see Table A-1 in Appendix). This reflects the continued preference of some retired couples to reside in Isleton. The only age group that outnumbered the elderly in Isleton is the school age children. The latter comprises 21.6% of the population compared to 19.6% for the elderly.

TABLE I
CITY OF ISLETON
POPULATION BY AGE AND SEX
1975

	TOTAL		MALE		FEMALE	
	No.	%	No.	%	No.	%
TOTAL	911	100	490		421	
Under 6	67	7.5	28	3.1	31	4.3
6 - 17	197	21.6	101	11.1	96	10.5
18 - 24	80	8.8	44	4.8	36	4.0
25 - 34	96	10.6	48	5.3	48	5.3
35 - 44	77	8.5	39	4.3	38	4.2
45 - 54	117	12.8	53	5.8	64	7.0
55 - 64	98	10.7	55	6.0	43	4.7
65 and over	179	19.6	122	13.4	57	6.2
MEDIAN AGE	36		39		33	

Source: 1975 Census.

TABLE II
ISLETON POPULATION BY
AGE AND SEX

Comparison of 1975 to 1970 Census Figures

Age Group	Numerical Increase or Decrease	% Change	Change in % of Total
Under 6	+13	+24.1	+1.5
School age	- 4	- 2.0	-0.5
18 - 24	+24	+42.9	+2.6
25 - 34	+27	+39.1	+3.0
35 - 44	-18	-18.9	-2.0
45 - 54	-59	-21.5	-6.6
55 - 64	-59	-21.5	-6.6
65 and over	+19	+11.9	+2.0

Ratio Of Men To Women:

- . over 45 - 1970: 59/41 or a 3/2 ratio of men to women
1975: 58/42 or about the same
- . over 65 - 1970: 66/34 or 1.94 men to women
1975: 68/32 or 2.1 men to women

Another interesting aspect of Isleton's population which could have strong implications on future social and housing programs is the strong male dominance in the 65 and older age group. This, of course, is just the opposite of County or national averages. There are 214% more men than women in this age group for a total of 372% more men than the County-wide average. This reflects a large group of single men, many of them Filipino, who used to work in the fields and who now reside in the Main Street area.

The 1975 census indicates that the median age of population in Isleton has come down substantially from 42.4 to 36. While this is still considerably higher than the County-wide average of 28, it is further evidence of new lifeblood in Isleton's population.

Table III illustrates the population of Isleton by race. The racial makeup of the City has changed considerably since 1970 largely due to the 1972 flood which damaged or destroyed 190 dwelling units. The white population increased their share of the total population to 49%, up from 36%. This is still 30-40% lower than the usual central California community. The Black, Chicano and Filipino racial groups each lost just over 40 persons, but the impact was greatest on the Blacks since it amounted to over 93% of their population in Isleton. This was due to the 1972 flood eliminating virtually all of their housing in the industrial area and the lower east side. Most of their housing was dilapidated and recommended for removal in the 1973 General Plan. There are still substantial Chicano and Filipino communities with the Chinese community holding absolutely steady at 54.

TABLE III
CITY OF ISLETON

Category	<u>Population by Race</u>					
	<u>1970</u>		<u>1975</u>		<u>Change</u>	
	No.	% of Total	No.	% of Total	No.	% %
WHITE	328	36.1	447	49.1	+119	+13.0
CHICANO ¹	201	22.1	155	17.0 ²	- 46	- 5.1
BLACK	44	4.8	3	0.3	- 41	- 4.5
INDIAN	12	1.3	11	1.2	- 1	- 0.1
JAPANESE ¹	12	1.3	6	0.7	- 6	- 0.6
CHINESE ¹	54	6.0	54	5.9	0	- 0.1
FILIPINO ¹	203	22.3	160	17.6 ²	- 43	- 4.7
OTHER	55	6.1	50	5.5	- 5	- 0.6
NO RESPONSE	-	-	25	2.7	-	-
TOTAL	909	100.0	911	100.0		

Source: 1970 and 1975 Census

1/ Based on proportional distribution of similar group within census tract 98 for 1970 census figures.

2/ It is suspected that the 25 "no response" fall into these two groups with most of it in the Filipino group which would bring their proportion closer to the 1970 figure.

FUTURE POPULATION

In a small community such as Isleton, it can be very difficult to develop a precise population projection. Any given unexpected or extraordinary occurrence such as a substantial employer, a major recreational development or, on the other hand, another disaster, would significantly affect the future population figure. The main thing clouding Isleton's future population growth is the restrictions on new building brought on by the Federal Flood Insurance Administration. Except for that overriding concern, there have been several reversals in the Isleton population picture.

As pointed out in the previous section, an analysis of the 1975 population characteristics indicates more potential than has been the case for several decades for some new population growth. Indeed, if the 1978 housing unit survey is multiplied times the 1975 census household sizes for each type of housing unit, the mid-1978 estimated population for Isleton stands at 1028, up 117 from the last census. While this number is small, it is significant for the City of Isleton considering the long trend downward.

The key to future population trends is whether or not the Federal Flood Insurance requirements can be exempted for the City. If the restrictions are lifted and the City is able to attract new industry and new recreational development, then there will be a definite upswing in the population curve. There should be some new growth from the overall Delta recreational activity which tends to attract people interested in the escape from urban centers and whose desire is to be in or close to a recreational setting. These people will locate where housing is available. Their increased numbers will also increase commerce in the Delta and Isleton should get its share.

PROJECTED HOLDING CAPACITY

One other thing needs to be said concerning Isleton's future population and that is the City's capacity to accommodate more people. The City limits are fixed except for any future annexations and the amount of open space available for new residential development is limited. If the flood insurance building elevation requirements are exempted, there is adequate space available within the City to accommodate more than 1100 new residents (see Table A-2 in Appendix).

That would, of course, slightly more than double the present population. If there is no relief from the new building restrictions, then the population holding capacity of the City is more difficult to calculate. New permanent housing units would be very restricted in number. Most new housing would be mobilehome units which would also affect the makeup of the population - continued trend toward more elderly and retired. Considering these aspects, the probable maximum holding capacity of the City under the HUD restrictions and in the absence of a new cross levee would be 1600 persons. The disbursement of the new units is listed in Table IV.

TABLE IV
ISLETON LAND USE PLAN
Population Holding Capacity

<u>New Housing</u>	<u>Dwelling Units</u>	<u>Family Size</u>	<u>Population</u>
SINGLE FAMILY:			
. West end fill-ins	4		
. Other fill-ins on 8 ft. founda- tions	6	54	3.1
			167
. New eastside subdivision	44		
MEDIUM DENSITY:			
. Jackson Boulevard on 8 ft. founda- tions	56		
. Central district	4	60	1.5
			90
MOBILEHOMES:			
. Westend addition	112		
. Eastside	100	212	1.5
			318
TOTAL NEW	326		575
1978 EXISTING	364		1,030 ⁽¹⁾
Holding Capacity	690		1,605

(1) The 1978 population is estimated. For breakdown of 1978 dwelling units, see Table VIII in the Housing Element.

NOTE: The figures in this table do not include any additional dwelling units or population that might result from rehabilitation or redevelopment in the Main Street district. Also, the residential reserve areas shown on the land use plan would provide for an additional 80 single family units and 54 apartment units, accommodating 330 more persons. With the flood restrictions lifted, this land use plan would accommodate a total population of 2000 persons.

EXISTING LAND USE

A land use survey was made in the last part of March and different dates in April, 1978, to determine the present use of land within the City. This survey was updated to the end of 1978. The breakdown of how the land is being used is listed in Table V. Forty-three percent of the land in Isleton is vacant or in agricultural production and another 15.3% is under the waters of the Sacramento River. Of the remaining 41.6%, residential use is dominant with 15%, followed by streets with 10.9% and industrial uses with 5.2%. Close to 25% of the City is occupied by residential uses and the streets that serve them.

TABLE V
CITY OF ISLETON
Existing Land Use 1978

Category	Acres	% of Total
RESIDENTIAL	33.0	14.0
1 Family	28.6	12.1
2 Family	1.0	.4
3 and 4 Family	.6	.3
5 Family and over	.7	.3
Mobilehomes	2.1	.9
COMMERCIAL	6.3	2.7
General Commercial	4.0	1.7
Residential/Commercial	1.5	.7
Vacant Commercial		
Buildings - Main Street	.8	.3
INDUSTRIAL	12.2	5.2
PARKS	6.9	3.0
PUBLIC/QUASI-PUBLIC	2.9	1.2
SCHOOLS	8.5	3.6
UTILITIES	2.3	1.0
STREETS	25.6	10.9
RIVER SURFACE (in City limits)	36.0	15.3
AGRICULTURAL	37.7	16.0
VACANT PROPERTY (includes 20.9 acres of Southern Pacific Railroad property)	63.6	27.1
TOTAL	235.0	100.0

Source: April 1978 land use survey, updated to January 1979.

The key statistic concerning the existing land use is how much land is available for what uses. Other than the river area, approximately 64 acres are considered vacant and 38 acres are in agriculture, with three-quarters or more probably available for some type of development. On the 1973 General Plan, 45% of the vacant and agricultural land was planned for new industrial uses and 30.2% was proposed for residential uses. Now, because of the increased demand for housing and a continued marginal outlook for new industry, 64.7% of the vacant and agricultural land is proposed for residential and residential reserve, while only 16.4% is proposed for industry.

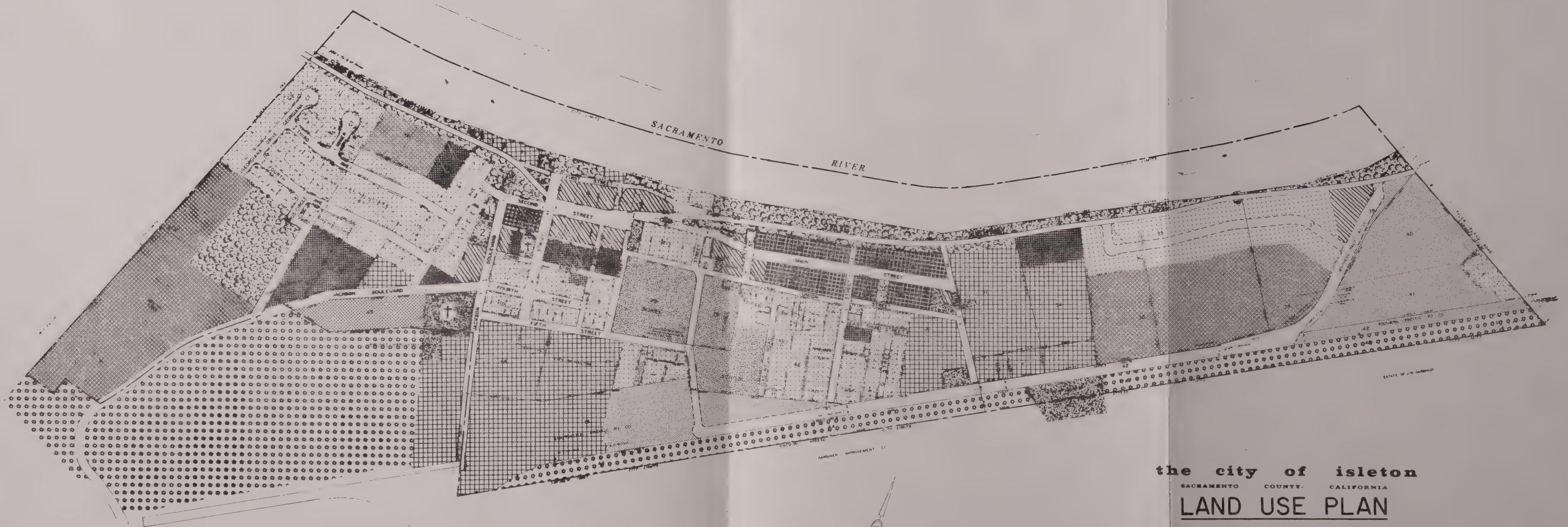
FUTURE LAND USE

Because of changes that have taken place in Isleton and its environs during the past five years, the future land use element of the General Plan is considerably changed from the 1973 Plan. During the existing land use survey, conducted in the spring of 1978, it became clear that there was new lifeblood in the community and there was a definite stimulus for new and improved housing. This indicated that some of the land previously planned for industry and agriculture would have to be set aside for new housing and some new commercial uses.

All of that, however, was before it became finitely clear that the Federal Flood Insurance Administration was going to make their fateful decision concerning Isleton, come hell or high water, and it appeared that they preferred the latter! In the aftermath of the new flood insurance restrictions, the shape of the future land use element is considerably different than that anticipated in early 1978 (and presently desired by the general public in the Isleton area) or from the 1973 General Plan.

The main changes reflected by the new land use element include a large increase in the amount of land proposed for mobilehome parks, considerable reduction in the amount of area shown for both single family residential and for industry, and the introduction of a new residential reserve category indicating land appropriate for permanent housing units when restrictions and/or other conditions change to make such areas economically feasible for such use. Each category of the land use element as shown on Figure III on page 19 is explained below.

FIGURE III



the city of isleton
SACRAMENTO COUNTY, CALIFORNIA
LAND USE PLAN

LEGEND

	LOW DENSITY RESIDENTIAL		COMMERCIAL
	MEDIUM DENSITY RESIDENTIAL		INDUSTRIAL
	MOBILEHOMES		PUBLIC/QUASI-PUBLIC
	RESIDENTIAL / COMMERCIAL		SCHOOLS
	LOW DENSITY RESERVE		PARKS/OPEN SPACE
	MEDIUM DENSITY RESERVE		AGRICULTURE

1. CITY HALL
2. COMMUNITY CENTER

Residential

The residential neighborhoods in the community form the predominate part of the City's physical and social structure. The General Plan must include policies that will safeguard these neighborhoods as desirable living environments and allow for an orderly expansion of the existing population. Isleton's residential areas are fairly typical of northern California's small rural communities in that 70.5% of the 1978 housing units were single family dwellings. Of other housing, 6.9% were duplexes and triplexes, 10.5% apartments, and 12.1% mobilehomes. The 1979 land use element proposes 9.5 acres for new single family construction, 3 acres for new multiple family units, and 26.2 acres for new mobilehome parks. These acreages will provide for 54 single family units, 60 multiple family units, and 212 mobilehome units (see Table IV).

The location of the new residential development proposed on the General Plan is based on the elevation of the different sites available for residential uses. Mobilehome parks are proposed in the lowest areas because the way the flood insurance restrictions are written, they do not have to be brought up to above the 100-year flood level. Permanent single family housing units on detached lots are proposed in the one area that appears high enough in elevation to make such development economically feasible. More multiple family rental units are needed in Isleton, but very few good sites of sufficient elevation could be found for this use. The site on Jackson Boulevard is proposed for this use, but the units will probably have to be built over parking stalls in order to gain sufficient height. Some of this type of housing may be feasible in the Main Street commercial district.

Historically, residential housing of different types has been permitted in any zone in the City on the basis of a use permit. This has resulted in a considerable number of dwelling units in the commercial and industrial areas. It has also resulted in a mixing of multiple family units in the single family areas and so on. New development of all types of housing should be provided in the appropriate land use area shown on the City General Plan.

Residential Density -

Density of housing units determines the amount and type of residential facilities to be constructed. The density is based upon the amount of dwelling units in a given unit of area - normally an acre. For example, in 1978 the residentially used land in the City covered 33 acres and had 364 dwelling units for a gross density of about 11 units per acre. The

density appropriate in each category of residential is outlined below.

LOW DENSITY: In 1978, the single family and two family areas in Isleton averaged 9.4 units per acre, largely due to the many smaller lots in the older parts of the City. New single family development will average 4.5 to 5 units per acre and include some two family units in scattered locations. The overall density in these low density areas is not to exceed 8 dwelling units per acre.

MEDIUM DENSITY: Those areas proposed for medium density housing involve three and four-plex units, apartment houses and rooming and boarding houses. This type of housing is presently quite limited in the City and has an overall density of 31.5 units per acre. New development in these areas will be mostly apartment development with an average density of 20-25 units per acre and not to exceed 29 units per acre.

MOBILEHOME PARK: Three areas are proposed for mobile-home park development in the City for a total acreage of 28.3 acres. While the existing mobilehome park has a density of 15 units per acre, new development should not exceed 8 to 10 units for each acre of development. Historically, mobilehomes have been permitted in any area of the City, provided a use permit was granted. There also have been no density or development standards to govern the type of development established. Adoption of such standards is a recommendation of this Plan.

RESIDENTIAL/COMMERCIAL; One of Isleton's unique characteristics is the high number of commercial facilities which also serve as residences. There are many single family units, apartment units, and rooming houses in the commercial areas downtown and on Main Street. On Main Street, much of this housing involves the business proprietor's dwelling in the rear portion of the commercial establishment. However, in more recent years, many of these buildings are used exclusively as single family dwellings. Many of the commercial establishments also have rooms for rent upstairs.

This type of living environment offers an alternative to the typical single family detached home for those who cannot afford conventional housing. It is an important segment of Isleton's housing supply and should be maintained and enhanced including upgrading health and safety elements to meet present code requirements. The density of this housing supply varies from 15 to 30 units per acre.

OTHER RESIDENTIAL: One remaining labor camp is located in the former industrial area in the eastern part of the City. It serves some of the more transient members of the City and does not provide a desirable living environment. Some of these units have been brought up to code in the health and safety areas. More work is needed in this area.

Residential Reserve

This category became necessary because of the new flood insurance requirements. Because of the developing demand for new housing in Isleton, but very limited locations of sufficient elevation to build permanent housing, it is appropriate to indicate areas of the City that would be desirable sites for such housing when and if conditions make the actual construction feasible. Some of the sites shown in the Residential Reserve category may prove economically feasible for new housing in the next few years because of the increased demand, and increasing inflation of similar housing units elsewhere. In such cases, the cost of filling these sites may be overcome. In addition, eventual relief from the Federal flood requirements for the City of Isleton or the building of a cross levee would open up all such areas for new construction.

Commercial

A study of Tables VI and VII reveals that the Isleton commercial sector does not begin to satisfy the commercial needs of the residents. While this is typically the case in a small community, Isleton's situation is even more so. The 2.9 acres of operating commercial establishments is considerably less than might be expected.

Even though there are 33 operating establishments, only 15 of them are retail sales and service and many of them are very small, low volume and outdated operations. All but three of these retail businesses are in the Main Street district, leaving the downtown sector mostly to auto sales and service and company headquarter establishments.

It has been documented in the past that 40% of the commercial facilities in Isleton are vacant. This was true only if ten, long-since vacant buildings on Main Street, accounting for .8 acres of property, are included in the calculations. Looking at the number of establishments in Table VI, we see that only 17.5% of the bona fide commercial facilities are closed, accounting for one-third of the commercial land in Isleton.

The two main questions concerning Isleton's commercial sector are how to stimulate improvement in the existing facilities, and where to provide bona fide space for new facilities. As the population and recreational activities of the Delta increase, there will be need for more commercial facilities. These should be located in the existing communities to stimulate their economy and to safeguard the permanent agricultural land surrounding them.

TABLE VI
Summary of Isleton Commercial Facilities
January 1979

Category	Open		Closed		Total ¹
	No.	%	No.	%	
No. of commercial establishments:					
Downtown	17	85	3	15	20
Main Street	16	80	4	20	20
Total	33	82.5	7	17.5	40
Sq. ft. of land used:					
Downtown	87,518	68.5	40,212	31.5	127,730
Main Street	39,885	63.6	22,860	36.4	62,745
Total	127,403	66.9	63,072	33.1	190,475

^{1/} Does not include approximately one-half acre utilized by a tavern at the east end of town.

Good commercial sites are scarce in most of the Delta communities and Isleton is no exception. The amount of land at an appropriate and competitive location is very limited. However, some small sites are available and are proposed for commercial on the General Plan. Most of the new sites are not in the downtown area where space is very limited. The largest single site suitable for a new commercial venture is the old school site at "E" and Union Streets. This site is just over one-half acre and is presently being utilized for parking by the River Delta Unified School District.

TABLE VII
Existing Commercial Establishments
January 1979

	DOWNTOWN		MAIN ST.		TOTAL	
	Sq.Ft. ¹	# of Estab.	Sq.Ft. ¹	# of Estab.	Sq.Ft. ¹	# of Estab.
Operating Space:						
Retail Sales and Service	7,865	3	25,065	12	32,930	15
Eating and Drinking	9,943	3	5,300	3	15,243	6
Auto Sales and Service	43,560	4	-	-	43,560	4
Offices/Company headquarters	<u>26,150</u>	<u>7</u>	<u>9,520</u>	<u>1</u>	<u>35,670</u>	<u>8</u>
SUBTOTAL	87,518	17	39,885	16	127,403	33
Vacant Space:						
Retail Sales and Service	37,212	2	1,500	1	38,712	3
Eating and Drinking	3,200	1	4,800	1	7,800	2
Auto Sales and Service	-	-	16,560	2	16,560	2
Offices/Company Headquarters	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SUBTOTAL	40,212	3	22,860	4	63,072	7

¹/ Square feet of land area used. Virtually all of existing commercial establishments do not provide off-street parking. The figures do not include the tavern at the east end of town.

Altogether, there are 1.7 acres of vacant land available for new construction and an additional .8 acre available in the old buildings on Main Street for either major renovation or clearance for new construction, for a total of 2.5 acres overall. While these figures are small, they represent 56% and 85% respectively of the total area utilized presently by operating establishments. With the proper stimulus, there will be adequate new commercial facilities developed and opened in Isleton in spite of some of the limitations. Because

of the limited space for new commercial in the downtown sector, it becomes clear that there will have to be a rejuvenation of the Main Street commercial community.

Parks and Open Space

The parks and open space in Isleton will be covered in depth in the conservation element of this Plan. There are now about eight acres of park and open space land per 1,000 people in Isleton. By most accepted standards, this is considered a good amount of land devoted to parks and open space. If Isleton expands in population, some additional park lands will be necessary. Those spaces are indicated in close proximity to the areas of increasing population.

Agriculture

In 1979, almost 38 acres of land within the Isleton City limits were utilized for agricultural production. This was 16% of the total City area. Under the new land use element, the only land that is shown for continued agricultural production is the 11.6 acres lying to the south of the Southern Pacific Railroad right-of-way. Farming will continue on the rest of the existing agricultural land until it is utilized for urban purposes as shown on the General Plan.

Industrial

Slightly over 12 acres of land were occupied by six industrial users at the end of 1978. The largest industrial employer was the Heinz Pickle Works, occupying 6.5 acres on the south side of town. Their base employment ranges from 7 to 14 and the seasonal level ranges from 35 to 50 employees. A small fiberglass manufacturing firm employing 2 to 3 persons in season, and a waterbed manufacturer employing 3 persons are the only industrial uses in the large historical industrial area east of "H" Street. Because of a general lack of need for large amounts of industrial land and because of a need for more residential sites, much of that former industrial area is now proposed for residential uses.

Adequate space for new industrial uses is proposed on the General Plan with 7.5 vacant acres south of the Pickle Works and 9.2 acres east of "H" Street. Altogether, 28.5 acres are included under the industrial category on the Plan which provides ample opportunity for attracting new industrial firms without unduly tying up Isleton's small land reserves.

ACTION PROGRAM

1. To develop a financial plan which will sustain Isleton as an incorporated city.
2. To continue efforts for granting of a variance from the Federal Flood Insurance regulations that will allow normal development within the City limits.
3. To seek a larger share of Community Development and other available Federal funds that can be used for offsetting the problems of meeting a required building elevation of 6 feet above sea level.
4. To encourage continued rehabilitation of residential units in the City by making available to the residents the various State and Federal programs.
5. To develop a redevelopment program for the commercial sector that will enhance the existing facilities and create a positive environment for attracting new facilities.
6. Draft a new zoning classification governing development standards and regulations for mobilehome parks.
7. Protect existing and proposed industrial uses from new uses which would create a hardship on continuing operations.
8. Protect present and future residential areas from land uses which are unhealthy or obnoxious to living areas.

CIRCULATION

GOAL: TO PROVIDE AN EFFECTIVE SYSTEM OF STREETS AND HIGHWAYS TO SERVE THE NEEDS OF THE CITY AND ITS CITIZENS.

The efficient movement of people and goods in cities has long been a major challenge to those responsible for the management of those cities. While the circulation system of Isleton is basically sound, steps can be taken to improve east-west circulation to maintain the streets and highways at the highest possible standards.

EXISTING CHARACTERISTICS

Isleton does not suffer from any major street problems and a person can move about the City freely. Most of the streets are in good repair with \$28,000 worth of maintenance done during 1978. Generally speaking, it is easier for the City to obtain funds to deal with the street problems than any other element of the City structure.

The streets in the City range in width of 20 feet for an alley and 25 feet for "B" Street to 60 feet for "A" Street and Main Street. Most of the streets are 30, 40, and 50 feet in width with all of the streets from Jackson Boulevard west being 50 feet - the City's present-day minimum standard for a residential street. The 30 foot streets are inadequate for present-day traffic circulation, but because of the length of such streets and the low amount of traffic circulation on them, they do not pose serious problems. Approximately two-thirds of the City streets are Class "A", which means that they have curb, gutter and sidewalk. All new streets are proposed to have Class "A" standards.

The most noticeable problem with existing streets is the extremely narrow width of "B" Street (25 feet). The street is still two-way traffic and parking is permitted on one side. This means that only one lane of traffic can proceed at one time if a two-way traffic situation occurs. The congestion is particularly acute between 2nd and 3rd Streets because of the activity around the auto dealer's auto service areas. "C" Street is only 30 feet wide and presents many of the same problems. These two streets should be made one-way.

FUTURE NEEDS

The major improvement needed in the City's circulation system is for the construction of a major collector street on the south edge of the City which would connect the southern ends of five existing deadend streets: "D" Street, Gas Well Road, "F" Street, and "H" Street. The new street should eventually be extended to the eastern part of the City and tie in with new residential and industrial development at that location. This street would permit through circulation from one end of the City to the other without having to use the levee Highway 160. The highway is heavily traveled and local traffic should not have to rely on that road for local circulation. Because of the steep grade in gaining access to the levee road, there is a real safety problem, especially with an increase in the number of access points which might be desired with new development. It is, therefore, important for the City to consider construction of the new collector street.

Sometime in the future, the City should also consider improving First Street eastward from its present terminus at "B" Street. The need on this project is not immediate, but should come with new recreational and commercial activity in the central part of town.

ACTION PROGRAM

1. Eliminate deadend streets wherever possible.
2. Secure funds and construct a new collector street on the old Southern Pacific Railroad right-of-way from "D" Street to "H" Street.
3. Maintain all streets at Class "A" standards.
4. Maintain Highway 160 as an attractive State scenic highway route with limited access.
5. Coordinate any new construction or circulation facilities so as to be compatible with adopted land use patterns.
6. Support adequate transportation facilities for existing and future industry in Isleton.

HOUSING

GOAL: TO PROVIDE SAFE, ADEQUATE HOUSING FOR ALL RESIDENTS.

Since the quantity and quality of housing in a community has a very real impact upon the physical character and appearance of the community, a General Plan must address the subject in some detail. The existing housing stock in Isleton is looking better and better, considering the difficulty now to be encountered in order to build new units. The residents do have needs in terms of housing and new units must be built if the City is going to have any stability and hope for the future. The housing problems and the programs to deal with them are included in this element.

I. HOUSING GOALS

1. To provide all residents of the City of Isleton with decent, safe and sanitary housing.
2. To provide a wider range of housing types to meet the needs of different family types desiring to locate in Isleton.
3. To provide adequate space for the development of new housing which will accommodate a reasonable growth in the City's population.
4. To provide a range of housing assistance programs which will aid the elderly and the lower economic groups to obtain and maintain decent housing.
5. To continue pressing for upgrading of deteriorating housing units in all neighborhoods in the City.
6. To assure that there is equal opportunity to secure housing within Isleton, regardless of sex, age, family status, race, or religious convictions.
7. To develop and implement a housing action program to carry out the goals and policies of the adopted Housing Element.

II. HOUSING NEEDS AND PROBLEMS

1. Income Levels in Isleton

The existing residents of the City average far less income than most other residents in Sacramento County. This is due to a population that has a high percentage of elderly, retired and minority makeup. New residents of the City are expected to have higher incomes on the average than the past, however. There has been a slight increase in the average income as a percent of the County average from 1970-1975. In 1970, Isleton's average household income was only \$5,043, or 47.7% of the County average. In 1975, the average had risen to \$6,542 and 51.5% of the County average. This was an increase of 3.8% of the County average income.

The significance of the low income can be more clearly seen when compared with other low income areas in the County. For instance, the lowest income area in the unincorporated area of Sacramento County is the Delta Community Development

Block Grant Target Area which had a 1975 medium family income of \$6,730, or about 3% higher than Isleton's. The lowest income area is the urban part of the unincorporated area in the South Sacramento Community Development Block Grant Target Area, including the Fruitridge pocket. The 1975 medium family income for that area was \$8,235, or about 26% higher than Isleton's.

In the 1975 Census, 31.4% of the households refused to answer the income question. This was a somewhat larger percentage than for the whole County which might indicate, considering Isleton's population, a larger percentage of those not answering fell in the lower income brackets than in the higher. Regardless, including only those who answered the question, 46.7% of the total Isleton households reported an income of below \$10,000 and are classified as low income. 32.4% indicated an income less than \$6,000, which is very low income.

More appropriately, we can apply the same ratio as those responding to the income question to the total number of Isleton's households and we find that at least 70% of Isleton's population in 1975 would be classified as low income and close to 50%, very low income.

2. Price Range of Housing in Isleton

As might be expected, the rent levels and price range of housing in Isleton is generally in keeping with the very low income in the City. It is interesting to note the following figures from the 1975 Census.

In Isleton, the ratio of renters to homeowners is 30% to 70%, while in the County it is 37.3% to 62.7%. However, the difference is considerably higher when comparing the number whose homes are paid for - 24% in Isleton, 15.3% in the total County, and only 10.5% in the unincorporated area.

Of most significance is the price people were paying in Isleton versus in the County as a whole. Of those buying homes in Isleton, 56.9% were paying less than \$100 per month (12.5% for the total County and 9.3% in the unincorporated area), and 83.5% were paying less than \$150 per month (42.4% for the total County and 37.4% for the unincorporated area). The cost of Isleton's existing housing is significantly lower than the County average.

When rents are compared, the difference is even greater. Of the households renting, 73% paid under \$100 per month. This compares to 21.6% for the total County and only 9.8% in the unincorporated area. Truly, the present housing stock in Isleton is much more in line with the average income than is the case in the urban part of Sacramento County.

3. Needs

A. Prospective Needs.

(1) Expected Population Changes -

The land use element of the General Plan covers population characteristics and growth. The 1975 Census showed that there is a slight reversal in the long-standing population trend in Isleton and that some new growth can be expected. Figure II indicates that an increase of 250 or so can be expected by the year 1990. The Census also showed that there has been an increase in younger families since the 1972 flood. The school age proportion of the City population is about normal, which would tend to indicate that there will be formation of new families in the City over the next several years. The main things that will effect whether or not these new families stay in Isleton is whether or not they can find housing and the number of job opportunities, either in the City or within a reasonable commuting distance.

(2) Housing Preferences -

With the housing market getting tighter and tighter within the City, housing preference becomes lesser in importance for people looking for housing. The overall trend in the past has been the same as other cities and towns up and down California - for single family units. However, in Isleton there is a real need for more multiple family units since the existing stock of this type of unit is so scarce. Hopefully, more of this type of housing can be provided within the City.

The housing type that is bound to increase in Isleton and may become the preference of many families wanting to locate here, simply because of the shortage of other types of units, is the mobilehome. Because this type of housing is not considered to be permanent housing and does not sit on a foundation, it can be located in the City at an elevation below the 100 year flood level. While there may be certain disadvantages to the City of having a large percentage of this housing type, it does offer an alternative to prospective residents and to new family units.

(3) Growth in Employment -

The largest single employer in Isleton at present is the Heinz Pickle Works. They have a base employment of 7 to 14 which expands seasonally to 35 to 50. The other industrial employers employ less than several commercial establishments in town. At this time, it is completely wide open as to whether there will be any significant new employer locating in the City over the next five years. As commerce grows, there will be new jobs, but it will take a larger establishment to provide jobs in any quantity.

The significant thing about the employment status in Isleton is that a whopping 63.4% are either full-time students or not in the labor force (19.32% are students and 44.11% are not in the labor force). This, of course, reflects the large number of retired and elderly that reside in Isleton. With the expected increase in the number of mobilehomes in the community and a possible continuance of a shortage of other types of housing, the percentage of retired might very well increase in the future. While this would not directly increase the labor force of the City, it still will increase the demand for housing and other services.

B. Immediate Needs.

(1) Affordability -

There is no specific information available on how many people in Isleton pay more than 25% of their income for housing. However, in looking at the statistics available, it does not appear that very many do. This is due, of course, to the very low rent and mortgage payment schedules in Isleton. In 1975, over 50% of the households in the City paid less than 25% of the defined "very low income" per month (\$132) and approximately 70% paid less than 25% of the defined "low income" per month (\$211). Comparing the percentage of the City's population in the two low income groups, we see that approximately the same percentages fell in the very low income bracket (50%) and low income bracket (70%). While these figures cannot be directly compared, the overall indication is that the housing market in Isleton reflects the low income.

(2) Overcrowding -

No direct statistics were collected on this in the 1975 census. Therefore, direct comparisons cannot be made. The only statistic available that can be analyzed for this purpose of the number of bedrooms in the dwelling unit. The largest percentage of Isleton's housing units were two bedroom (31.1%) followed by three bedroom units with 30.8%. Isleton had an unusually high percentage of one bedroom or efficiency units (24.7%) for a total percentage of 55.8% being two bedroom or less. Considering the very limited supply of apartment units in the City, these figures are high and probably represent overcrowding in some units. What makes this so hard to determine is that Isleton also has an unusually high number of single and retired persons which would not have need for a two-bedroom unit. Without a direct survey, it cannot be determined if this is a problem in Isleton.

(3) Suitability -

In 1972, up to 51% of the housing in Isleton was considered dilapidated or in need of major repairs. By 1978, this percentage had come down markedly following a major rehabilitation and rebuilding effort after the 1972 flood.

In 1978, there were 364 dwelling units in City (see Table VIII), 31 less than in 1972 prior to the flood. Sixty-four dwelling units were destroyed or removed in the period after the flood. Most of these units were badly deteriorated and the flood brought about a removal program.

In addition, from the period of the flood to April 1978, 33 new dwelling units were constructed, replacing half of those removed and measurably improving the overall condition of the housing stock in Isleton. There has also been a City-wide private rehabilitation effort which has resulted in a major fix-up, paint-up effort for the City to where there are only three major clusters of deteriorating or dilapidated housing remaining. These clusters are the downtown area, old Main Street, and the old labor camp in the eastern industrial area (see Figure IV).



FIGURE IV
-35-

MAJOR DETERIORATION
IN HOUSING, JAN. 1979

0 20 40 60 80 100
feet

TABLE VIII
CITY OF ISLETON
Existing Dwelling Units
1978⁽¹⁾

Area	1-F	2-F	3-F	5+	MH	Total Units
1. West of City Hall	95	2	-	8	44	149
2. Central City	46	18	19	6	-	89
3. School Street	9	-	-	-	-	9
4. South of Union; East of School	43	-	4	-	-	47
5. Main Street	31	-	4	-	-	35
6. Industrial area	28	-	-	-	-	28
7. Tyler Island Road	7	-	-	-	-	7
TOTALS	259	20	27	14	44	364

(1) Field Survey in March and April, 1978, updated to January 1979.

Table IX shows the number of deteriorating housing units and their location in the City. Of the 68 deteriorating single family units, 58 of them are in the labor camp or on Main Street, and 51 of them would require major repair to be in top condition. Overall, 26.3% of the single family units in the City are in need of at least some repair with 20.8% needing major repairs. Even in the central city area, the single family housing units are in good repair.

The multiple family housing stock is in considerably worse condition overall. The number of multiple family units in the City is low to start with (61 units including duplexes). Considering that 52.5% of these units are deteriorating to some degree, it is very hard to find top grade multiple family rental units in the City. Twenty-four of the 32 deteriorating multiple family units are in the central city where most of the multiple family is located. Twenty percent of the duplex units in the City are old and in need of major repair. Most of

TABLE IX

ISLETON HOUSING CONDITIONS
March 1978⁽¹⁾

AREA	Intermediate; Deteriorating				Serious deterioration; Major repairs needed				Total Units Deteriorating
	1F	2F	3& 4F	5+	1F	2F	3& 4F	5+	All Types ⁽²⁾
West of City Hall	-	-	-	-	-	-	-	-	0
Central City	2	2	8	6	1	4	4	-	27
School Street	1	-	-	-	2	-	-	-	3
South of Union; east of School	4	-	4	-	-	-	-	-	8
Main Street	7	-	4	-	24	-	-	-	35
Industrial Area	-	-	-	-	27	-	-	-	27
Tyler Island Road	-	-	-	-	-	-	-	-	0
TOTAL	14	2	16	6	54	4	4	-	100
% of each type of dwelling unit	5.4	10.0	59.3	42.9	20.8	20.0	14.8	-	31.3%

(1) Field survey taken in March 1978 and updated in January 1979.

(2) Mobilehome units were not surveyed. Total permanent housing units number 320. If mobilehomes are included the total deteriorating housing = 27.5%.

the apartment units in the central city are old, are located over commercial establishments and suffer the unusual conditions that come with age without any major remodeling.

In summary, 11.9% of the City's permanent housing units need intermediate repair and 19.4% needs major repair for a total of 31.3% needing repair to some degree. This leaves 68.7% of the housing supply in good repair. Other than Main Street and the old labor camp, the main problem is with multiple family housing. Thirty-two (52.5%) of the multiple family units are in need of some repair. Twenty-four (39.3%) of these units need intermediate repair and only 8 (13.1%) need major repair. (It should be noted that the old rooming house units in the Main Street area are not included here or in the total dwelling units.) These figures are still higher than desirable but considering that the rest of the housing (68.7%) has had a major rehabilitation effort, the overall outlook for the City is better than it has been for years. Added to this is the fact that most of the deterioration in the multiple family units is simply attributed to outdating because of age, but most of the units are structurally sound and still provide reasonable housing for lower income persons at a price they can afford. Indeed, if all of the multiple family units in Isleton were newer, there would be a much larger problem with affordability.

Also, while all of the 31 single family units recorded for the Main Street area are listed as deteriorating to some extent, many of them are still structurally sound and undoubtedly made very livable by the occupants. Many of these (12) are occupied by the proprietor of businesses in the same building. Some of the other units on Main Street are in very poor condition and need some major repair.

(4) Elderly and Singles -

As outlined in the Land Use Chapter, there is an unusually large percentage of elderly and single in the City. An undertermined number of these list in the Main Street area in rooming houses located in some of the old commercial buildings, not even listed as dwelling units in this Plan. The condition of many of these facilities is worse than the buildings listed as dwelling units and more programs definitely need to be implemented to improve conditions for these people.

4. Market Constraints

A. Buying A Home.

The main restraint to new people locating in Isleton or of new families forming and remaining in the City is the lack of housing probably more than the price. The viable housing in town is being virtually used to capacity and no more is being added at present because of government restraints. However, as resales occur, the mortgage payment for homes in Isleton is going to go up the same as they have elsewhere. Isleton cannot escape inflation. However, its location, problems with flood insurance, and the uncertainty of the town's future because of building limitations may work to hold the resale prices down from what is happening in urban areas everywhere. The average selling price for homes at the end of 1978 was estimated to be in the middle \$40,000s.

With the price of homes for sale and the average income level in Isleton, the ability of many people to buy a home will depend upon having a large enough down payment for the monthly payments to be within range. Such a down payment generally has to come from the sale of a previous house. This places the greatest hardship on first home buyers, primarily young families, and as inflation continues, the hardship on low income families is compounded. Isleton has long had a predominance of older family units and a shortage of young families. While there has been a small reversal in the number of young families in Isleton in the past few years, there is no certainty that this can continue unless housing becomes available to them at a price they can afford.

B. The Rental Market.

The latest information on rental prices is the 1975 Census which revealed a very low rental rate in Isleton. While the rents have undoubtedly gone up, they probably have not gone up nearly as much as in urban Sacramento County because of the general age of the apartment units and other dwellings in the City, and the small town influence.

In 1978, availability continued to be a bigger problem than rental rates. There were only 61 multiple family units in the City including duplexes for 16.8% of the total dwelling units. There were an undetermined number of single family units for rent. No new apartment

units have been built in the City for many years and the likelihood of any in the near future is pretty dim considering Flood Insurance problems. The need for more rental units in Isleton remains high.

5. Governmental Constraints

A. Local Constraints.

Historically, very little area in Isleton has been proposed for multiple family housing with the largest portions of the City proposed for single family construction. However, the 1979 land use controls of the General Plan and the zoning ordinance are not a restraint to the provision of new housing in Isleton. Barring restraints of the 100-year flood, adequate sites for housing can be provided for all types of housing units.

The City adopted a new uniform building code in 1974 and this generally applies all the health and safety provisions in any upgrading of older buildings. The City does not, however, have a program of requiring deteriorated buildings and dwelling units to be upgraded until the owners undertake such work on their own initiative. This means that the economic burden is not initiated by the City government.

Other expenses placed on the development of new housing or rehabilitating older structures by City government, such as street improvements, sewer and water, processing of use permits or rezonings, and fees for any of these are considerably less than in urban Sacramento County. While any such requirements may add some to the cost of housing units available, the cost in Isleton is generally minimal.

B. Federal Constraints.

The biggest single constraint to providing new housing units in Isleton is the decision of the Federal Flood Insurance Administration not to recognize the levees protecting Isleton's southern flank and requiring the City to establish minimum building elevations for all dwelling units at 6 feet above sea level. Elevations in the City range from approximately 16 feet above sea level on top of the Sacramento River levee to 12 feet below sea level in the southwest corner of the City limits. However, all existing residential units are located between the elevations of 5 feet below sea level to 5 feet above sea level except for one dwelling located on top of the River levee.

As to future sites for residential units, one major site has an elevation of -12 to approximately 4 feet below sea level. Another major site ranges from -3 to 5 feet above sea level. It quickly becomes obvious that new construction on scattered vacant lots in the established areas is put at considerable disadvantage when the first living floor of a new unit would have to be generally 8 feet or more above neighboring homes on small lots in close quarters, unless the owners are able to obtain financing without flood insurance (difficult at best) or have enough cash to build outright (unlikely in most cases). Without the latter two possibilities all homes built on such lots would have to be a minimum of two-stories with the first floor non-livable which will drive the cost of construction up considerably and right out of the price range of the average Isleton resident.

Extending this analysis to new sites for larger developments, it becomes clear that normal permanent housing is out of the question on many of the sites because of the heights that would have to be achieved or the amount of fill that would have to be brought in. This new decision by a department of the Federal government is certainly a large constraint on providing new housing in the City.

III. HOUSING PRIORITIES

The first priority of the City is to make available to the existing resident of the City:

1. Sufficient housing that is safe and sanitary and yet affordable.
2. A greater number of rental units within range of newly formed family units.
3. Programs to assist in ongoing rehabilitation of existing units to insure a sound housing stock for those wanting to remain in Isleton.
4. More housing assistance to the large group of single and elderly residents.
5. More assistance to the low and very low income households in finding or maintaining adequate units.

The second priority is to make sufficient sites available for new housing of several types to accommodate those people withing to reside in this Delta community. A certain amount of growth in Isleton would benefit all residents and also help the City to serve the existing residents better.

IV. HOUSING PROGRAM

1. Steps to Preserve Existing Housing

The City adopted a new building code in September 1974. They now require that any remodeling or upgrading of existing residential units be done according to the Code. The City will also take action to alleviate a dangerous building situation if proper action is not voluntarily taken by the owner.

Rehabilitation is encouraged in Isleton and, indeed, there has been a major rehabilitation effort on the part of the citizens over the past five years. Major improvement in the housing stock has resulted to where only two major pockets of real blight remain. These are the old labor camp in the eastern industrial site and Main Street. The City took action to bring many of the units in the old labor camp up to electrical and plumbing codes and thus improve the livability in that area. Whenever any changes are made in use on Main Street, the occupants have to make these same code improvements.

The City has taken action to provide a completely new sewer plant to serve the community and more fully developed their park and recreation facilities. All essential City services are operating to preserve the living environment in each neighborhood.

2. Sites For New Housing

The newest single family subdivision was developed under the Farmer's Home Administration 502 program, providing housing for low income families. A proposed extension of that subdivision in the southwest corner of the City was stalled for several years and now seems to be permanently stalled because of the flood situation.

The land use section of the General Plan outlines the sites available for new housing, both in line with the present administration on the flood insurance program and with a future change to allow normal construction. Under the current administration of Flood Insurance, only one site is available for new single family housing which might provide 45 to 50 units. The only other single family units would be a few built on scattered vacant lots with the lower story utilized for non-living purposes.

Virtually no new sites are available for multiple family housing. However, some units could be provided on Main Street through major rehabilitation or renewal efforts. Main Street has historically been used for residential as well as commercial enterprises. Other than single family units occupied by commercial proprietors, the Main Street housing stock has been a major area of rooming houses. Many of these rooms are no longer used and, in fact, many of the former rooming buildings are in a dilapidated condition.

The commercial-residential mix in the Main Street and even the central city areas has provided a major portion of the low income rental units in Isleton. While a lot of the supply of such housing is deteriorated, it is an important resource that must be protected and enhanced to accommodate the lower income units.

The elevation on Main Street is generally 3 to 4 feet above sea level which would make redevelopment of some of those lots feasible in a commercial-residential mix. Some of the lower level of any new buildings might have to be flood-proofed or built on a higher foundation, but the elevation differential from 6 feet is not great enough to preclude such development.

3. Accessibility

Any detailed study of the census information for the City of Isleton will show the widespread mixture of different races within the City limits. There is no documented problem with this type of accessibility nor in other areas of concern such as permitting families with children. The population section of the General Plan shows that the make-up of the population from 1-18 is generally the same as the County average, indicating that there is a normal number of families with children at home. With a limited housing stock such as in Isleton, it is unlikely that any major problem exists in this area of concern.

4. Program Aid

Isleton is covered in Sacramento County's Housing Assistance Plan which allows the City to qualify for Community Development Block Grant funds. Some other funds may also be available and will be covered below. It should be noted that the State and national goal of providing everyone with decent housing that they can afford has been extremely illusive. As inflation continues to erode the value of the dollar, this goal will be even harder to achieve. Many aspects of Isleton's Housing Program will require State and Federal funds for its implementation.

A. Community Development Block Grant Funds.

A major source of funding for the Housing Program as well as some other projects will be the Block Grant funds from the Housing and Community Development Act (HCDA) 1974. Isleton has been allocated Community Development funds since 1975 as part of Sacramento County's entitlement. However, Isleton has not yet received or expended any of the funds. These funds must be used in economically impacted areas to provide direct help to low income families to obtain housing or other services, or to provide community facilities to offset or prevent slums and blight.

Since the block grant program began, Isleton's allocation of community development funds has been as follows:

1975-76	\$ 3,019
1976-77	6,684
1977-78	11,275
1978-79	<u>11,674</u>
	\$32,652

As indicated above, Isleton has not yet used any of these funds. They did seek and obtain approval this year to use all of these allocated funds to buy land and build a new City fire station thereon. The total cost of the project is estimated at \$33,214, so Sacramento County approved the additional \$562 required for the project.

Up to the 1979-80 allocation year, the County has used a percentage of the total County population in determining the amount to give to the small cities. Isleton's share was .24%. Isleton expects to get \$16,500 for the 1979-80 year, but after that Sacramento County expects to change the method of determining Isleton's share of the community development funds. Preliminary indications are that if Isleton stays with the County's entitlement program, they can get up to \$100,000 per year for the next three years. The actual dollars approved and allocated will depend upon the program developed for the use of the funds. Isleton also has the option of competing for other Community Development funds from a different pot and trying for up to \$500,000 per year for the next three years. The City will have to decide which way to go after obtaining more facts on their chances in the latter approach and how the money can actually be used to benefit the low income residents in the City.

B. HUD Section 8 Rent Assistance Funds.

The City will make available information to its residents and developers concerning this program. Under this program, the U.S. Department of Housing and Urban Development provides rent supplements so that privately owned dwellings are made available to low income families at rents they can afford. The difference between what the low income tenant can afford to pay for rent and utilities and their actual cost is made up by Federal contributions. This leasing program offers numerous advantages to a community. The units can be made available virtually instantly, and unlike public housing that is built or acquired, leased units pay full property taxes. Another significant advantage is that the incentive of an assured rental income over the period of the agreement encourages private owners to bring up to and maintain their property in standard condition. This program can also be used to initiate new construction.

It is not certain how many Isleton residents would benefit from this program since the tenant has to immediately begin paying 25% of his income for the rent and utilities. The overall rent in Isleton is considerably below the County average and many low income residents may be paying less than the 25%. Landlords must also agree to maximum rents to be paid.

C. Other Sources.

If housing sites can be found in the City that can economically be brought up to the six feet above sea level requirement, then a builder might be able to get a commitment for FmHA 502 or 515 monies to build some new single family and multiple family units. Under these programs, a builder builds new units to meet the guidelines and then sells or rents to qualified persons who receive interest or rent supplements. This makes the payments much more reasonable since so much of a home payment involves interest. The 515 program can be done by the Sacramento County Housing Agency or it can be done by private developers.

Another source is FmHA 504 program for low interest loans for repair of single family homes. One problem with some of these programs might be the flood situation established by the Flood Insurance Administration. While most or all of these programs could be used in Isleton, because of administrative policy some might not be approved. This will take extra effort on the part of the City to fight as hard as they possibly can to get the attention of the people in the right places to gain the help they need to improve the living environment for all of their residents.

5. Housing Policies and Actions

A. The City will continue to enforce the new building code in the establishment of new uses in old buildings and in the rehabilitation of older buildings, and will require the demolition of unsound housing units when they become a danger to the residents.

B. The City will encourage the development of adequate housing facilities to meet the need of the moderate and lower income families to ensure safe and decent housing for everyone. The City will seek to inform residents of the funding opportunities available to individual families for aid in making rent payments; to seek the building of new housing units through obtaining Federal or State assistance programs to local developers; to apply for and acquire a large allotment of Community Development Block Grant funds to aid in the preparation of property for government assisted housing, direct rehabilitation assistance, mortgage assistance, and provision of any needed public facilities.

C. The City will continue to seek relief from the extreme building restrictions brought on the City by the adopted policy of the Federal Flood Insurance Administration to require all new housing to be built six feet above mean sea level. In addition to seeking a variance from this policy, the City will seek the building of a cross levee on Andrus Island to protect the City with project levees on all sides.

D. The City will encourage ongoing home maintenance by all citizens and seek to inform low income segments of the funding sources available for assistance in rehabilitation

IV. FUTURE

1. Updating

The housing element of the General Plan must, by law, be updated at least every five years. It must be constantly kept in tune with the actual housing needs of the residents to be effective. Whether this housing element ever makes one ounce of difference to the citizens of Isleton depends on how much effort is put forth by the City to implement the program.

2. Citizen Participation

Input to this housing element was provided by public meetings before the Isleton Planning Commission and City Council and by countless informal interviews with City residents. Future effort must also be made to learn of new problems that the residents are experiencing so that the housing program can be adjusted accordingly.

CONSERVATION

GOAL: TO UTILIZE THE CITY'S NATURAL RESOURCES AND OPEN SPACES IN A CONSERVATIVE, SENSIBLE MANNER WHICH IS BENEFICIAL TO BOTH THE PEOPLE AND THEIR ENVIRONMENT.

In recent years, modern man has begun to realize what the Native American Indians have known for some time - that man must live in harmony rather than conflict with his environment. One response to this new-found awareness is the identification of and formulation of guidelines for the development of our natural resources. This conservation element, then, will include standards for the conservation, development, and utilization of the natural resources of Isleton, including hydrology, geology, soils, wildlife and vegetation, reclaimed land, and flood control.

HYDROLOGY

When rain reaches the earth, the water follows one of two courses. The water which sinks into the soil and moves underground is called subsurface or groundwater. The water which is not absorbed and runs off impervious or saturated surfaces and collects into streams and rivers is called surface water.

Water entering the ground moves downward through aquifer recharge areas until it reaches a zone of saturation. Isleton is located within an area considered to be a good recharge area. The Sacramento River flows through the area providing a constant water source. There is a continually high level of quantity which is expected to remain available for the foreseeable future. Water quality is a periodic problem, mainly in terms of minerals and odor which is common throughout the Delta region.

The domestic water supply in Isleton is gathered from subsurface water sources through two wells operated by the Citizens Utilities Company. The main well is located south of Highway 160 near "E" Street. The second well, east of "H" Street off Main Street, is used very little. No water depletion problems are anticipated since the quantity of water needed is minute compared to the supply.

The surface water in Isleton - the Sacramento River - is considered to be good, although of a lesser quality than the other major waterways in the area - the American and Cosumnes Rivers. It does carry a considerable agricultural waste load. Until recently, silting of the River had been a major problem. Presently, the growing population in Sacramento County with its domestic waste disposal problems is greatly increasing the

task of maintaining a high level of water quality in the River. The City of Isleton supports the efforts of the California Regional Water Quality Control Board, Central Valley Region, in their work to maintain a high level of water quality in the Isleton area.

In addition to the problem of waste disposal, the increased use of toxic agricultural fertilizers, salt water intrusion, and water-oriented recreational uses of the River all put pressure on the quality of water.

GEOLOGY

Isleton is in an area of geological formation identified as Alluvial Sequence. These sequence formations contain unstable clays, are poorly consolidated, and water saturated. Andrus Isleton, on which Isleton is located, is underlain by peat and organic sediments. The bowl-shaped island has a low point of 17 feet below sea level, with Isleton lying generally between -5 and +5 feet.

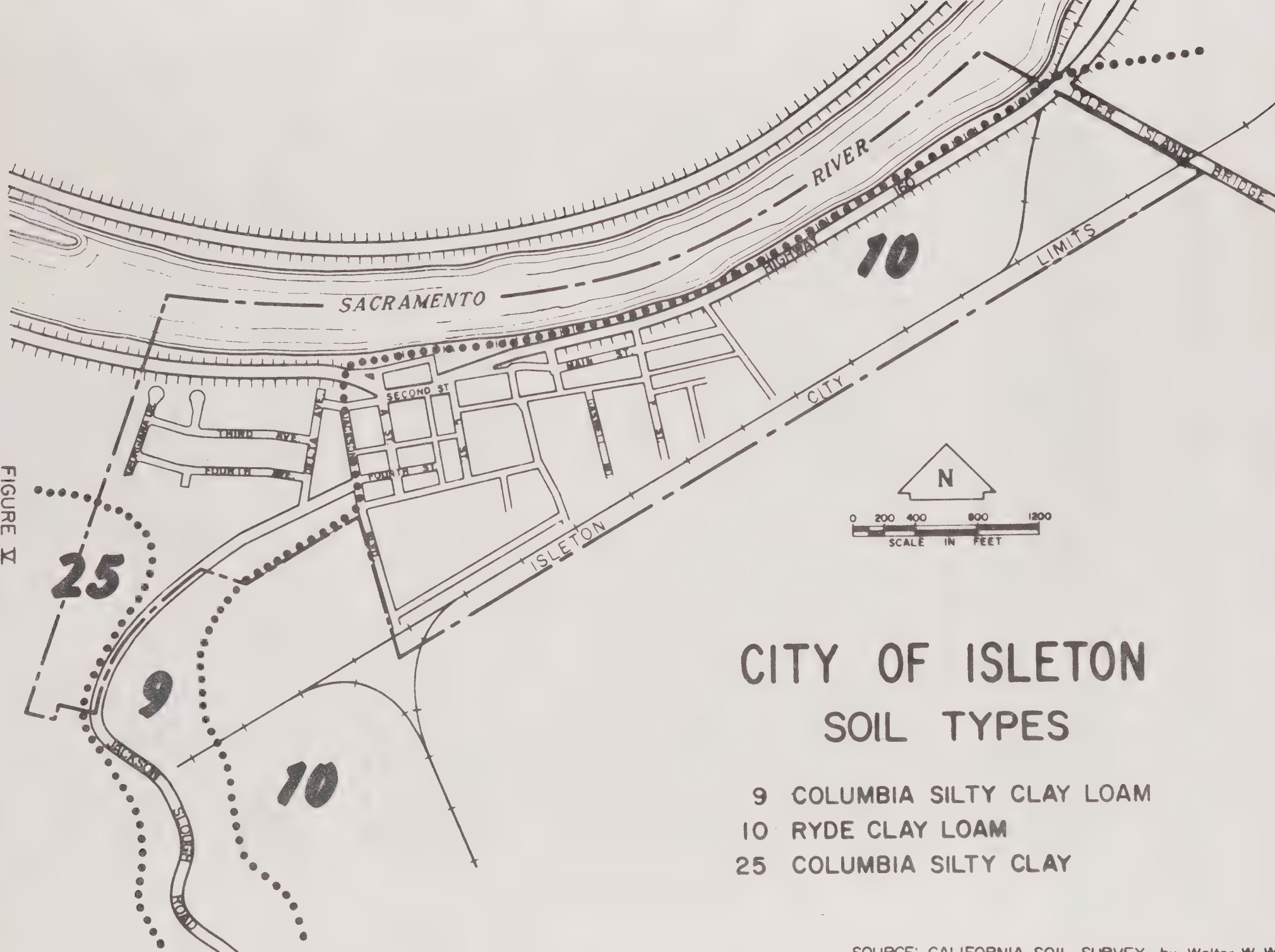
The Isleton area is rich in natural gas and peat. There are a number of natural gas wells in and about the City. The peat reserves, part of the largest known deposits in California, have not been extracted due to the more economical use of the land for agricultural production.

SOILS

Soils can be described in a number of ways, each shedding a different light upon the character and quality of soils in a particular area. Soil association groups are arrangements of soils by the Soil Conservation Service of the U.S. Department of Agriculture according to general soil characteristics. Of the seven groups, the soils in the Isleton area are in Group 2 which is characterized by deep, poorly drained organic soils of natural river levees and alluvial fans. Generally, these soils are found along rivers and streams.

Another category for the evaluation of soils is the suitability for agriculture. There are two generally accepted rating systems for this category - the Storie Index of the University of California Agricultural Experiment Station and the Land Capability Classification by the Soil Conservation Service of the U.S. Department of Agriculture. The Storie Index shows the suitability of soils for agricultural use regardless of other physical or economic features of an area. On a scale of 1 through 6, Isleton's soil rates 1 and 2 - the highest possible ratings. Generally, the soil is suited for most crops and will produce good to excellent yields.

FIGURE V
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CITY OF ISLETON SOIL TYPES

- 9 COLUMBIA SILTY CLAY LOAM
- 10 RYDE CLAY LOAM
- 25 COLUMBIA SILTY CLAY

The Land Capability Classification of the Soil Conservation Service evaluates not only existing soil quality but also agricultural potential, assuming certain soil improvements and management practices. On a scale of I to VIII, Isleton soil is rate II - good land with somewhat poor drainage. Most crops adapt to these types of soils, which are Colombia silty clay loam, and Ryde clay loam.

WILDLIFE AND VEGETATION

Plants function as the primary producers of energy upon which all higher organisms are dependent. Wildlife has provided the basis for man's domestic meat supply and continues to supply food and recreation for man. The Isleton area is a combination of riparian, agricultural, and urban habitats in which there are a great variety of plants and wildlife. The riparian area along the River and sloughs and the agricultural habitats in the vicinity of Isleton are rich in many types of natural life. Almost all birds characteristic to the Sacramento Valley are found at one time or another in the Isleton area. Table X identifies those plants and wildlife found within one mile of the City. Some species are seasonal or migratory inhabitants of the area while others are permanent residents. This is particularly true of the birds - the list of which is rather extensive.

RECLAIMED LAND

In 1864, the California State law limiting ownership of reclamation lands to 640 acres was repealed, thus making the reclamation of the delta area feasible since it could be done on a large scale. Large land investors financed reclamation of potentially rich delta farm land in hopes of high returns from agricultural production. During the next 30 years, extensive reclamation of the entire delta area took place. The area became one of the most agriculturally productive areas in the State.

Today, the major problem related to the reclaimed lands is seepage. As the ground continues to subside and the water table comes closer to the surface, thus compounding the problem, seepage will continue to plague the farmers of the Isleton area.

The land upon which Isleton is built is fairly stable. Since it is not extremely low, the normal problems of reclaimed lands described above are not quite as prevalent as in the lower lands. Still, particular attention should be paid to soil stability in the event of new construction in the area.

TABLE IX

CHARACTERISTIC SPECIES OF AQUATIC AND RIPARIAN HABITATS IN THE ISLETON AREAPLANTS

Olney Bullrush	Slough Sledge	*Herbe (many species)
Great Tule	Rough Sledge	Coast Live Oak (rare)
Common Tule	Fremont Cottonwood	Red Cedar
Common Cattail	Flowering Ash	Sycamore
March Spike Rush	Willow	

ANIMALSMAMMALS

Cottontail	Raccoon	Nutria
Blacktailed Jackrabbit	Striped Skunk	River Otter
Beavers	Opossum	Mink
Muskrat	Gray Fox	Long-tailed Weasel
Norway Rat	Gray Squirrel	

AMPHIBIANS

California Newt	Pacific Tree Frog	Bullfrog
Western Toad		

REPTILES

Western Pond Turtle	Common Garter Snake	Gopher Snake
Western Fence Lizard	Western Garter Snake	Coast Horned Lizard

FISH

Steelhead	Sacramento Perch	Sturgeon
King Salmon	Small Mouth Blackbass	Striped Bass
Channel Catfish	Large Mouth Blackbass	Thick-tailed Chub (rare)
White Catfish	Crappie	Tui Chub (depleted-rare)
Brown Bullhead Catfish	Carp	Sacramento Perch (depleted)

BIRDS (R)=resident (N)=nesting (W)=winter

Common Loon (W)	Pintail (W)	Common Merganser (W)
Horned Grebe (W)	Green-winged Teal (W)	White-tailed Kite (R,N)
Western Grebe (W)	Wood Duck (R,N)	Sharp-shinned Hawk (W)
Eared Grebe (W)	Redhead (W)	Cooper's Hawk (R,N)
Pied-Billed Grebe (R,N)	Ring-necked Duck (W)	Red-tailed Hawk (R,N)
Great Blue Heron (R)	Canvasback (W)	Red-shouldered Hawk (R,N)
Common Egret (R)	Greater Scaup (W)	Marsh Hawk (R,N)
Snowy Egret (R)	Lesser Scaup (W)	Sparrow Hawk (R,N)
Green Heron (R,N)	Common Goldeneye (W)	Bald Eagle (W)
American Bittern (R,N)	Barrow's Goldeneye (W)	Osprey (W)
Canada Goose (W)	Rufflehead (W)	California Quail (R,N)
Mallard (R,N,W)	Ruddy Duck (W)	Sora (R,N)
	Cinnamon Teal (R,N)	

TABLE IX (cont.)

Ring-necked	Nuttall's	Black-throated Gray
Pheasant (R,N)	Woodpecker (R,N)	Warbler (W)
Common Gallinule (R,N)	Western Kingbird (R,N)	House Sparrow (R,N)
Virginia Rail (R,N)	Black Phoebe (R,N)	Yellowthroat (R,N)
American Coot (R,N)	Ash-throated	Western Meadow-
Killdeer (R,N)	Flycatcher (R,N)	lark (R,N)
Spotted Sandpiper (W)	Say's Phoebe (W)	Bullock's Oriole (R,N)
Greater Yellow	Tree Swallow (N)	Brewer's
Legs (W)	Bank Swallow (N)	Blackbird (R,N)
Lesser Yellow Legs (W)	Cliff Swallow (N)	Red-winged
Herring Bull (W)	Barn Swallow (N)	Blackbird (R,N)
California Gull (R)	Scrub Jay (R,N)	Brown-headed
Ring-billed Gull (W)	Yellow-billed	Cowbird (R,N)
Forster's Tern (W)	Magpie (R,N)	Black-headed
Band-tailed Pigeon (W)	Common Crow (R,N)	Grosbeak (R,N)
Mourning Dove (R,N)	Plain Titmouse (R,N)	House Finch (R,N)
Barn Owl (R,N)	Common Bushtit (R,N)	American Gold
Screech Owl (R,N)	White-breasted	Finch (R,N)
Great Horned Owl (R,N)	Nuthatch (R,N)	Lesser Gold
Black-chinned	House Wren (R,N)	Finch (R,N)
Hummingbird (N)	Bewick's Wren (R,N)	Rufous-sided
Anna's	Mocking Bird (R,N)	Towhee (R,N)
Hummingbird (R,N)	Robin (R,N)	Brown Towhee (R,N)
Belted Kingfisher (R,N)	Cedar Waxwing (W)	Lark Sparrow (R,N)
Red-shafted	Loggerhead	Oregon Junco (W)
Flicker (R,N)	Shrike (R,N)	White-crowned
Downy Woodpecker (R,N)	Starling (W)	Sparrow (W)
Hairy Woodpecker (W)	Orange-crowned	Golden-crowned
Yellow-bellied	Warbler (W)	Sparrow (W)
Sapsucker (W)	Aubodan's Warbler (W)	Song Sparrow (R,N)

FLOOD CONTROL

Isleton and the rest of the Sacramento Delta lie on a protected flood plain, as does the City of Sacramento. Due to a historical dependence upon the rivers for transportation, towns in the valley and delta were built near that source of transportation and thus on the natural flood plain adjacent to the rivers. Flood control techniques have developed over the years to a rather sophisticated level to where it has become relatively safe to live on the flood plains.

The danger of flooding in Isleton does not result nearly so much from high water as the condition of the levees on the south side of Andrus and Brannan Islands in the face of high tides and heavy on-shore winds. It was just this situation combined with repair work being done on the levee that caused the 1972 flood.

Flood protection, or the lack of it, has become the biggest single concern in this update of the Isleton General Plan. Since the Federal Flood Insurance Administration has decided not to recognize the levees on the south side of Andrus and Brannan Islands, the building of a cross levee from the project levee on the Sacramento River just west of the city limits to a point on Georgiana Slough just downstream from the Oxbow becomes a matter of extreme importance.

In 1974, the Army Corps of Engineers prepared rough estimates for the City on what it would cost to build such a levee. Their estimate for land, construction and relocations came to 2.3 million dollars. In August of 1978, the Sacramento County Water Resources Division estimated the increased costs of the project due to inflation and came up with a total figure of 3.2 million dollars. The limit of Federal participation for "small projects" is \$2,000,000, which leaves the non-Federal cost at \$1,255,000. If the State of California agrees to maximum 75% participation in cost of lands, easements, rights-of-way, and relocations (\$287,000), the remaining cost that would have to be picked up by the City of Isleton, and any of the other landholders that would care to participate further up Andrus Island would be a minimum of \$968,000. That, of course, is alot of bucks for a small city like Isleton. There is no way that the levee can be built in the foreseeable future unless there is some change at the State or Federal level that would allow considerably more assistance than is now possible.

In the absence of a cross levee and approval of a variance from the Federal Flood Insurance restrictions for Isleton, the only recourse for building in much of Isleton is for flood-proofing structures. County Water Resources estimated that the average cost per single family home for building the first story of masonry wall construction (for nonliving quarters) would add about \$5,000 per home. The cost for the average commercial establishment would be approximately \$9,000. In these times of runaway inflation, these figures will soon be out of date.

ACTION PROGRAM

1. Evaluate all urban development in terms of its long-range effect on the ecological system.
2. Maintain recreational open space necessary to meet the needs of Isleton and its visitors.
3. Support efforts to maintain a high level of water quality in the Sacramento River.
4. Preserve all areas of scenic beauty for public enjoyment.
5. Protect the trees in and around Isleton as irreplaceable natural resources.
6. Protect all wildlife habitats, particularly along the Sacramento River.
7. Maintain those open space lands necessary to the protection of public safety.

OPEN SPACE

GOAL TO UTILIZE THE CITY'S NATURAL RESOURCES AND OPEN SPACES IN A CONSERVATIVE, SENSIBLE MANNER WHICH IS BENEFICIAL TO BOTH THE PEOPLE AND THEIR ENVIRONMENT.

This element is included in the General Plan so that those lands in and about the city limits of Isleton which are presently open space, and should remain as such, can be preserved. Those lands designated to remain as open space lands will serve a number of functions, such as recreation, scenic beauty, safety, agricultural production, and many others. Figure VI shows the location of all open space lands to be preserved in Isleton.

Open space land, for the purposes of this element, shall be defined as any parcel or area of land or water which is essentially unimproved and devoted to open space. Open space use means the use of land for recreation, agricultural production, conservation of natural resources, or the enjoyment of scenic beauty. Within the definition of open space are four major areas of concern:

1. Outdoor Recreation
2. Managed Resource Production
3. Preservation of Natural and Cultural Resources
4. Public Health and Safety

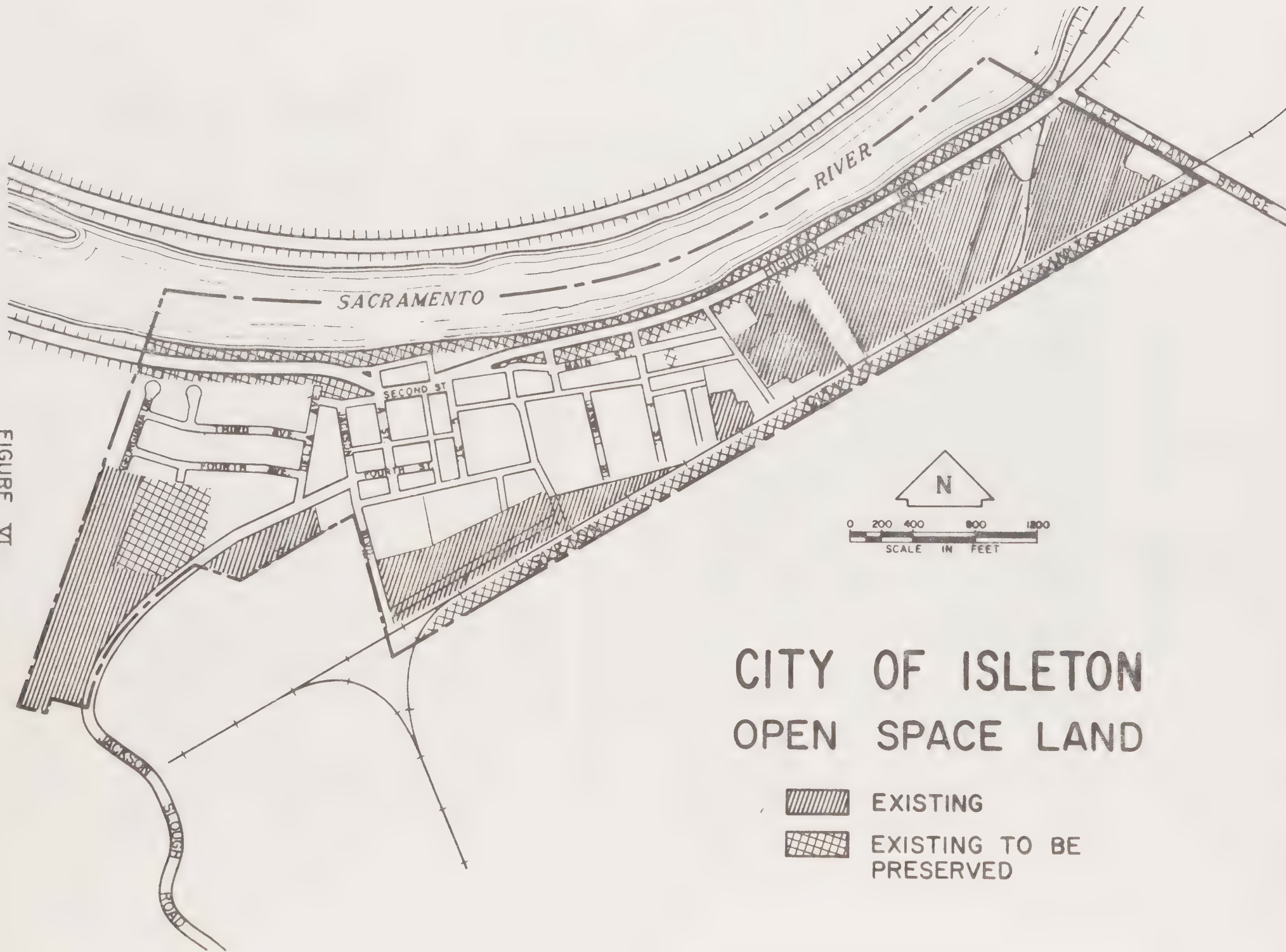
Each of these areas as they relate to the City of Isleton are discussed below.

OUTDOOR RECREATION

Outdoor recreation land includes those areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including river access; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and highway corridors.

At the present time, the City of Isleton has three parks used for recreation purposes. The largest is approximately five acres below Unit No. One of Isleton Estates in the west end of town. It was developed in conjunction with the Heinz Pickle Works with a ball diamond. The City worked an exchange with Heinz for a parcel formerly owned next to the Pickle Works.

FIGURE VI
-56-



CITY OF ISLETON OPEN SPACE LAND

-  EXISTING
-  EXISTING TO BE PRESERVED

The next largest is a one-acre grass play area and children's play equipment area surrounding the Isleton Fire District's engine house. Half of this is on City-owned land and half is leased property. The third park is a play lot on two leased parcels on Main Street in the eastern part of town.

The largest open recreational land in the City involves the play fields and playgrounds at the elementary school. These facilities provide a welcome addition to recreational open space in the City and cut down the financial burden to the City for providing this type of resource. These park facilities should be adequate unless a substantial area of permanent housing is constructed in the future in the far eastern part of the City.

The Sacramento River is a major source of recreation potential in the City of Isleton which has yet to be fully utilized. A major recommendation of the General Plan for Isleton done by students from the University of California at Berkeley in 1967 was acquisition of land for development of a marina on the River adjoining the main part of the City of Isleton. Although this recommendation has received widespread agreement, it remains to be implemented. Renewed emphasis should be placed upon encouraging the development of such a marina.

Isleton contains a portion of the scenic corridor of State Scenic Highway 160. It is the intention of the City of Isleton to maintain and enhance that portion of Highway 160 in its jurisdiction as one of the best scenic highways in the State.

MANAGED RESOURCE PRODUCTION

Managed resource production land includes agricultural lands and areas of economic importance for the production of food and fiber; areas required for recharge of ground water basins; marshes, rivers, streams and sloughs which are important for the management of commercial fisheries; and areas containing major mineral deposits.

Agricultural production is the largest single contributor to Isleton's economic base. Most of this contribution comes from the surrounding farm lands of Andrus and Brannan Islands, but there are four areas within the City limits also under agriculture production. The largest of these is approximately 14 acres below Isleton Estates on the west end and approximately 10 acres next to Tyler Island Road on the east end. The continuance of these parcels in agricultural production is desirable until needed for urban purposes. The

westerly parcel has long been proposed for single family residential on the General Plan, but has been changed to mobilehome park because of flood regulations. The easterly parcel was proposed to remain in agriculture in the 1973 Plan, but now shows for residential reserve pending resolution of the flood problems. In the interim, it should be kept in agricultural production.

The only mineral resources of significant value in the Isleton area are peat deposits and natural gas. All peat deposits lie under agricultural lands which will remain as such and as long as agricultural uses continue to be a more economical use of those lands, the peat deposits will not be exploited.

PRESERVATION OF NATURAL AND CULTURAL RESOURCES

Lands required for preservation of natural and cultural resources include areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic study purposes; rivers and streams; and watershed lands.

The major natural resources of the City of Isleton are the Sacramento River and the remaining large trees throughout the City. The River should be protected from encroaching incompatible uses and from potential forms of pollution. Many of the large, old trees in the City were lost in the 1972 flood. The ones remaining are an invaluable resource and every effort should be made to discourage the removal of any of these trees. The City instituted a tree planting program following the flood. To date, this has been limited to the commercial area of town, but should be expanded to the residential areas. The City should also encourage the planting of shade trees by residents.

PUBLIC HEALTH AND SAFETY

Open space for public health and safety includes those areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, and areas required for the protection of water and air quality.

Isleton exists in an area which ideally should all be open space for public safety. Due to the elevation and flood hazard, use of the entire delta area should be limited to agricultural or recreation to insure a very limited population.

Realistically though, Isleton will stay where it is. Provisions for open space to insure public safety will be made, understanding that Isleton will continue to exist despite its less than ideal location. It is a policy of the City of Isleton to limit expansion of the City to those areas presently within the City limits.

ACTION PROGRAM

1. As funds are available, upgrade the development of the park site on Main Street.
2. Work for the development of a river overlook and marina on the Sacramento River.
3. Encourage the continued use of school grounds as recreational facilities.
4. Encourage the development of recreation facilities in conjunction with any new residential developments in the City of Isleton.
5. Encourage the continued use of all agricultural land in the City for production purposes until such time as they are needed for expansion of the City.
6. Encourage all Williamson Land Conservation agreements on agricultural land in the vicinity of Isleton to be continued permanently.
7. Expand the tree planting program to include residential areas and encourage citizen participation.
8. Continue to protect the natural resources land through zoning or any other means available to the City.
9. Support the efforts of other agencies to protect natural resources in and about Isleton.
10. Support Statewide scenic highway plans and routes.
11. Support State and/or Federal legislation dealing with scenic easements; utilization of this procedure would enable land to be maintained for its scenic value and yet remain in private use.
12. By the use of zoning, scenic easements, or other implementation tools, protect the wildlife habitat areas along the Sacramento River from encroachment of uses that would damage the riparian or aquatic life.

SEISMIC SAFETY

GOAL: TO MAINTAIN A HEALTHY, SAFE ENCIRONMENT FOR ALL CITIZENS.

Historically, Isleton has not been plagued with the intense seismic activity characteristic to coastal areas of California. There are no known fault lines in the area, but tremors have been felt from time to time as a result of earthquakes some distance from the area.

Isleton is located in an area of geological formation identified as Alluvial Sequence. These sequence formations generally provide poor foundation material, are poorly consolidated and water saturated. Consequently, the Isleton area is considered an area of moderate seismic intensity. The Modified Mercalli Intensity Scale of 1931 rates seismic intensities in the Isleton area at VIII on an increasing scale of intensity from I to XII. This moderate rating indicates that despite the lack of any known fault zones in the Isleton area, special seismic engineering precautions should be taken during any construction within the City.

Most of the buildings of the City would experience considerable damage should an earthquake of an intensity rating of VIII strike Isleton. This is the expected maximum intensity for the Isleton area. The highest problem area would be downtown where there are two-story buildings whose collapse would cover a large ground area. This area should be evacuated immediately in the case of a strong earthquake.

During a strong earthquake, there is a good chance some portions of the levees through the delta area could fail. Given this possibility, the most expedient action for residents would be the evacuation of the town north toward Walnut Grove, and then east toward the foothills. Although this type of disaster will, in all likelihood, never occur, it is sensible to understand what possibilities exist in the realm of seismic safety and be at least knowledgeable of what steps should be taken by the residents of the town in the event of an intense earthquake.

ACTION PROGRAM

To identify any possible seismological hazards and provide solutions to any potential problems related to those hazards.

SACRAMENTO COUNTY'S PHYSICAL ENVIRONMENT

Schematic Map Series

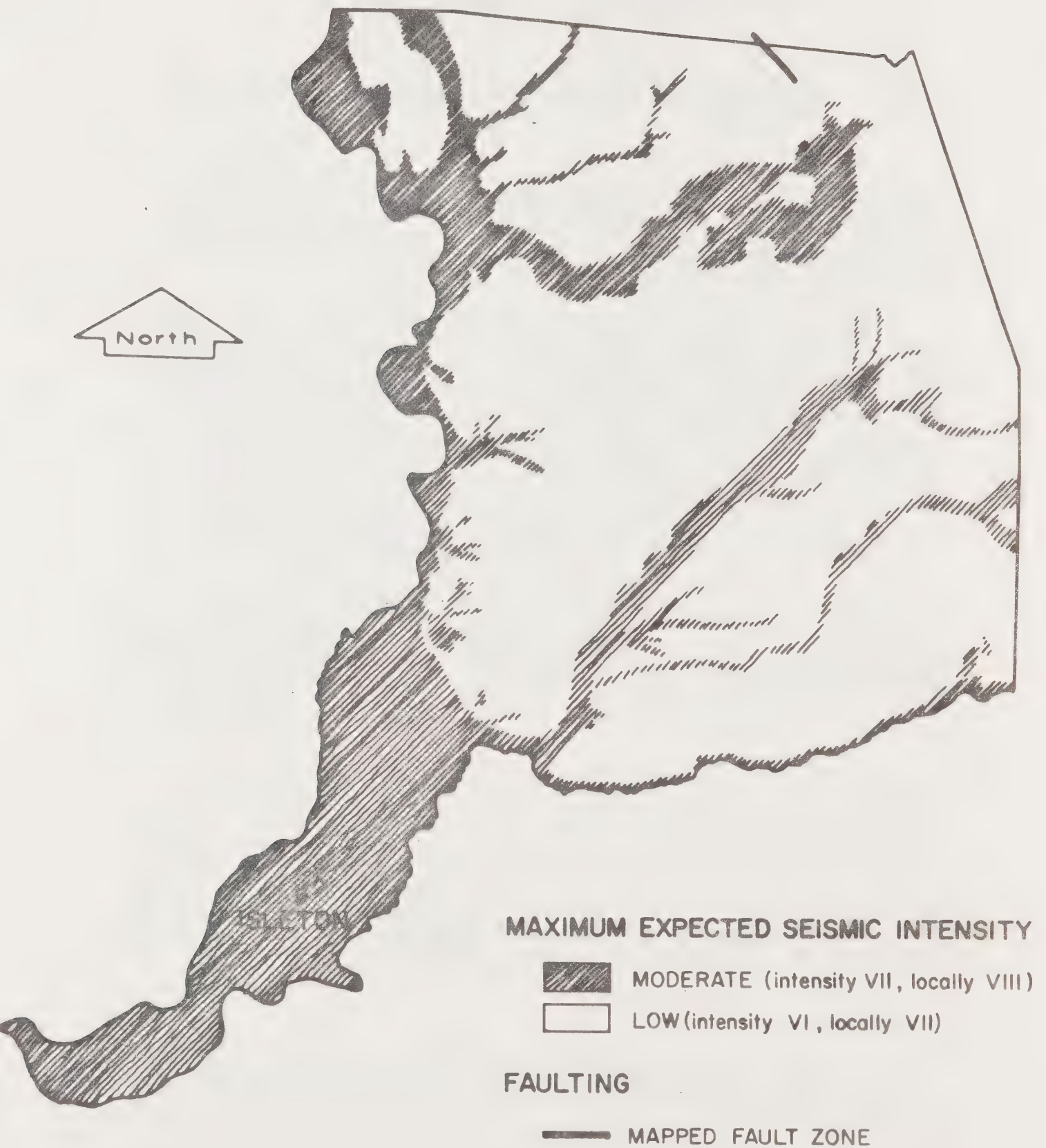
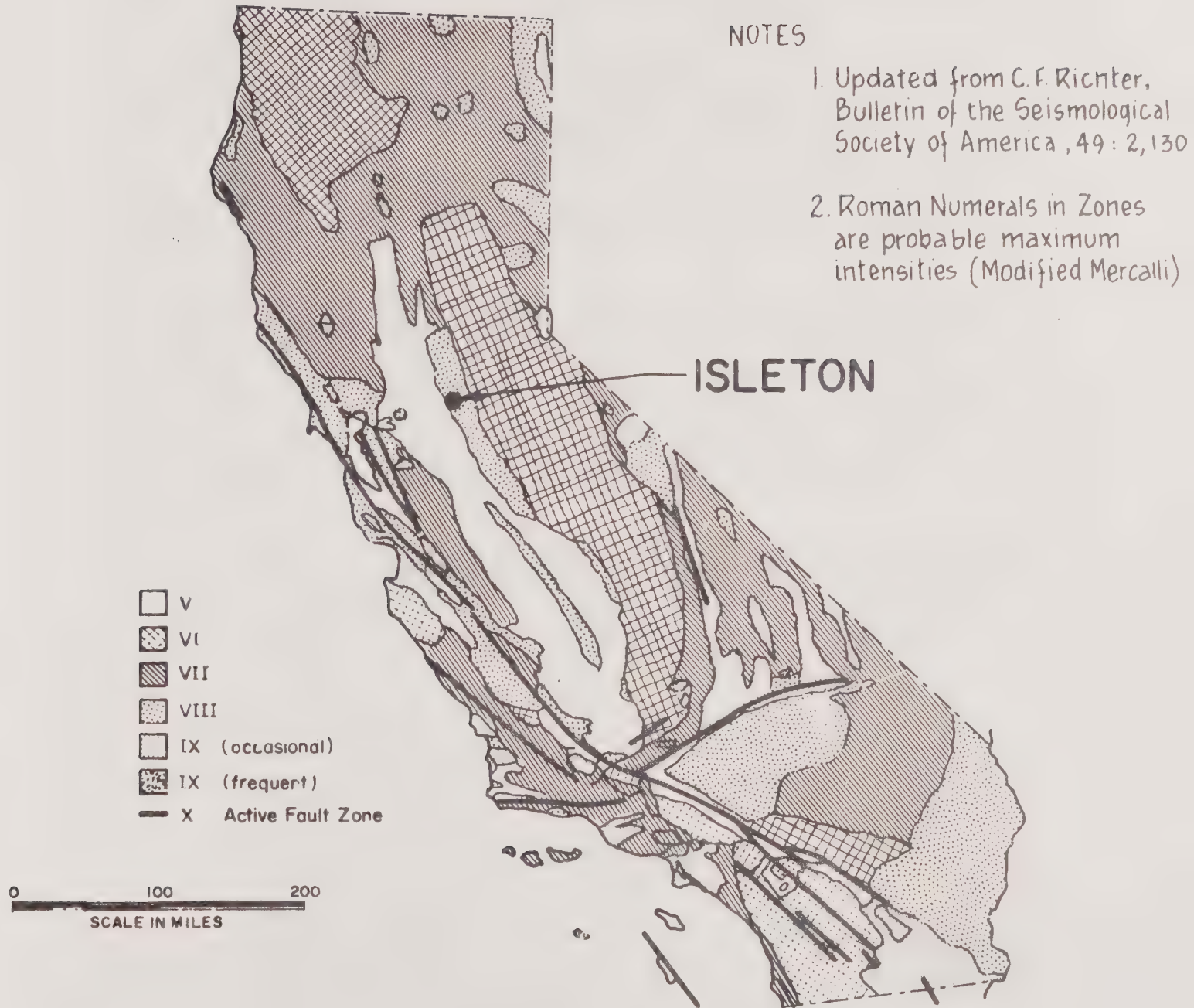


FIGURE VII
- 61 -

FIGURE VIII



CALIFORNIA SEISMIC REGIONALIZATION

NOISE

GOAL: TO MAINTAIN A HEALTHY, 'SAFE' ENVIRONMENT FOR ALL CITIZENS.

Noise is generally considered to be a common nuisance which must be tolerated as just another product of the mechanical world. It is becoming increasingly clear though that noise pollution is as serious a problem as air and water pollution. The effects of excessive noise on man are not fully known, but it has been shown that prolonged exposure to the "moderate" noise of cities can result in loss of hearing, ill health, and poor dispositions.

Sound is measured from a base called the threshold of hearing. This is the faintest noise which can be detected by the human ear. The units of measurement are called decibels. Decibels are measured on a logarithmic scale, which means that for every increase of 10 decibels, the actual loudness is increased 10 times. For example, 110 decibels is not 10% more than 100 decibels, it is 10 times more! To double the noise level, the decibel level is increased by only 3 (43 to 46 is double).

Another variable in the intensity of noise is the distance the listener is from the source of noise. A pneumatic drill measures 82 decibels from 50 feet away and 100 decibels at 5 feet - quite a difference. The chart below gives some examples of the various noise levels.

NOISE	DECIBELS
Threshold of Hearing	0
Soft whisper (5 feet)	30
Conversation	60
Vacuum Cleaner (10 feet)	70
Flood Blender	80
Pneumatic Drill (50 feet)	83
Physical Discomfort	100
Loud Power Mower	105
Loud Motorcycle	110
Pain Threshold	120
Jet Takeoff (200 feet)	125

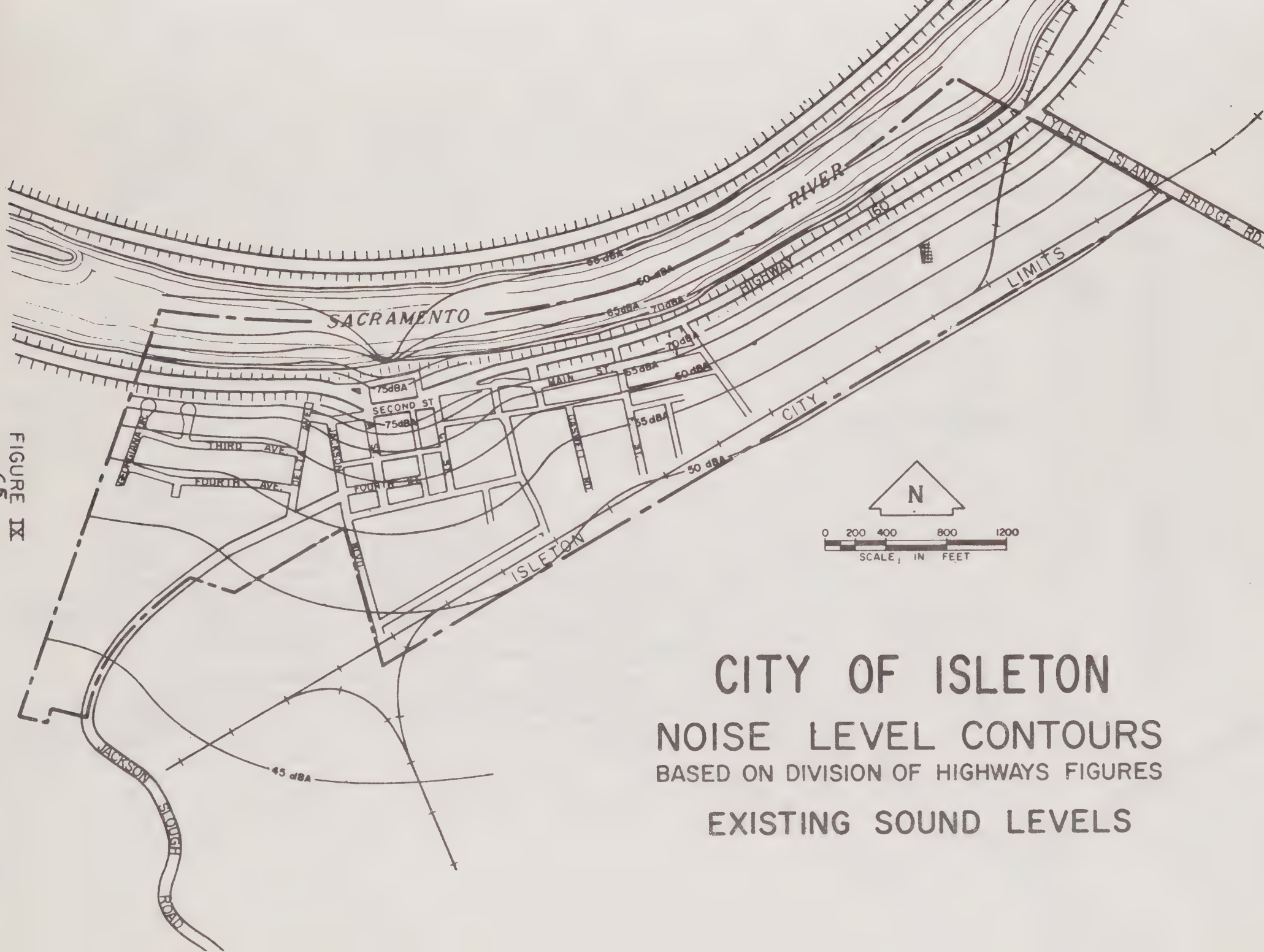
The major source of noise in Isleton are the automobiles and trucks driving through on Highway 160. The trucks generate a significant level of noise as they downshift at the approaches on either side of town. Figure IX graphically illustrates the noise level in 5 decibel (dBa) contours based on present sound control standards for trucks. Figure X illustrates similar information based upon 1988 noise level control standards.

The noise in Isleton presently is not a severe problem. Sixty-five decibels is considered an acceptable maximum for residential areas while 45 decibels is a desired level for hospitals and convalescent homes. Isleton meets these standards presently. New residential areas to be constructed in Isleton should be designed to maintain a minimum noise level in the area. Any new industry should be developed with an acute awareness of the problems excessive noise can cause to both employees and neighbors.

ACTION PROGRAM

To require that new construction of residential units in Isleton meet an indoor dBa level of 45.

FIGURE IX
65-



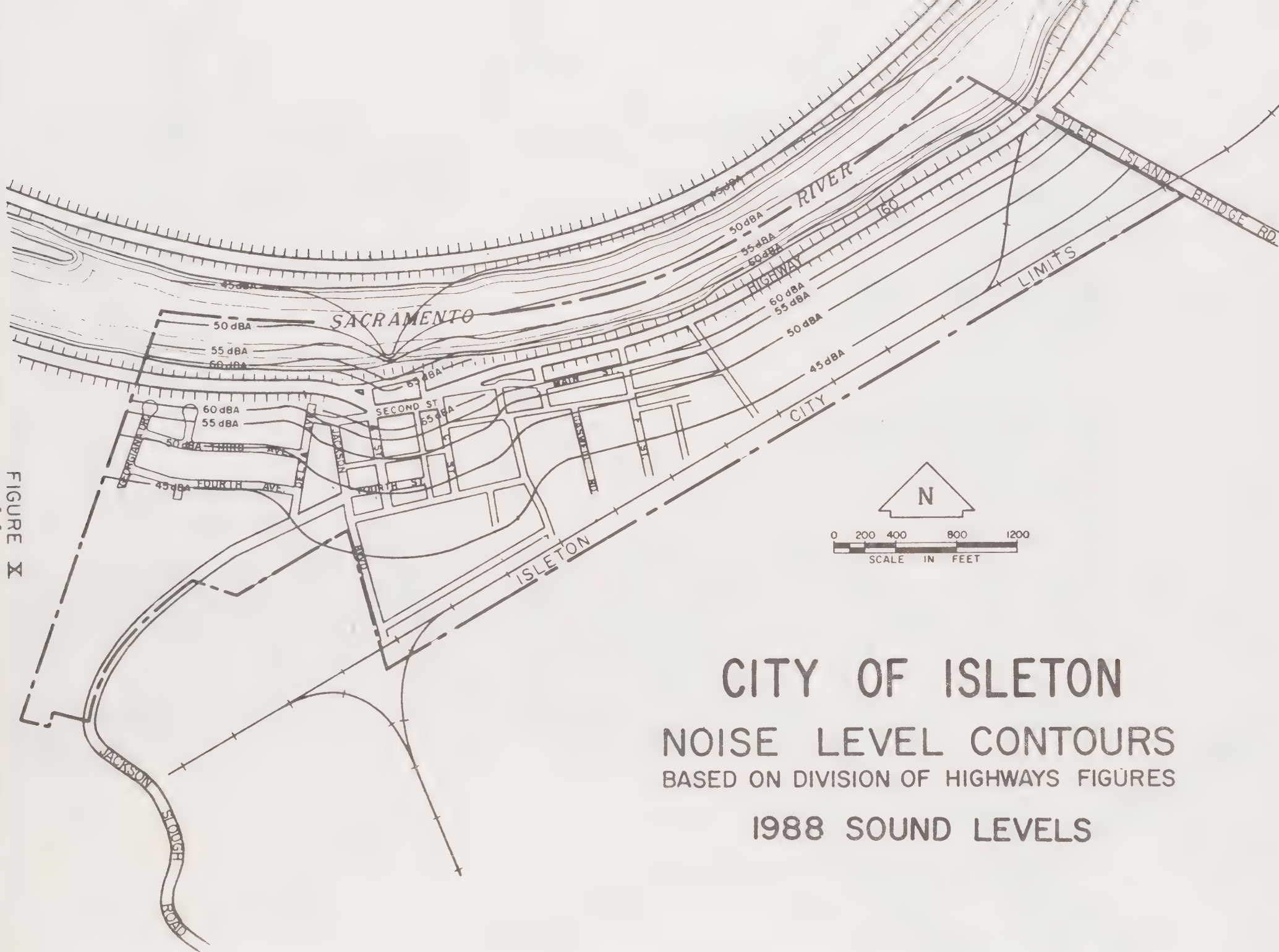
CITY OF ISLETON

NOISE LEVEL CONTOURS

BASED ON DIVISION OF HIGHWAYS FIGURES

EXISTING SOUND LEVELS

FIGURE X
-66-



CITY OF ISLETON

NOISE LEVEL CONTOURS

BASED ON DIVISION OF HIGHWAYS FIGURES

1988 SOUND LEVELS

GENERAL SAFETY

GOAL: TO MAINTAIN A HEALTHY, SAFE ENVIRONMENT FOR ALL CITIZENS

The purpose of the General Safety element is to identify any safety problems in regards to (1) geologic hazards - including subsidence, erosion, expansive soils and landslides; (2) fire; and (3) flooding. The element should also outline action that should be taken to establish emergency planning for the safety of residents in the event of these disasters.

Subsidence is a general lowering or sinking of the ground surface over a large area. Area subsidence is caused by many factors including removal of fluids, such as oil, gas, or water from beneath the ground surface, by tectonic activity, or by loading. Subsidence has always been a problem in the peat soils of the Delta. However, it has not been any major problem within the City of Isleton because of its location on the clay loam soils along the Sacramento River levee.

Erosion, expansive soils and landslides also are not a problem in Isleton. The gradient of land in the City slopes gently away from the base of the river levee to the southerly edge of town, the soils are clay loam, and there are no drainage courses of any significance running through the City. No major threat exists from fire as all of the surrounding land is under irrigated cultivation. This leaves the one major threat to the safety of the City - flooding.

Periodically since 1878, Isleton has experienced heavy damage due to floods. The entire delta area is reclaimed land, much of it lying below sea level. Isleton itself lies generally between -5 and +5 feet, excluding the river levee. Flooding represents a major threat to the safety of Isleton residents. Steps must be taken to insure the future safety of Isleton from floods.

The costs of building a cross levee between the Sacramento River and Georgiana Slough just below Isleton were covered in the Conservation Element of this Plan. One other solution to the potential flood hazard to Isleton would be to upgrade the levees on the south side of Andrus and Brannan Islands to project status. All of Andrus and Brannan Islands including the City of Isleton are in the same levee maintenance district. The upgrading of the levees to full project status would benefit all of the properties on the two islands, but would be an expensive proposition. No estimates are available for such a project and would have to be made before tangible efforts could be taken to effectuate the proposal.

In case of a disaster, there are only three points of exit from the City: east or west on the levee highway, or south on Jackson Slough and Terminous Road. The latter two roads lead to State Highway 12 which runs east-west from Interstate-5 to Rio Vista and points west. Considering that the most likely disaster would be a flood which would probably come from the south, evacuation would have to be on the Sacramento River Road. There should be little danger in the residents of Isleton getting insufficient warning to evacuate from a flood since the greatest danger of a levee break is over three miles away and it takes several hours of filling action before the waters reach Isleton. However, in case of a sudden disaster such as an earthquake which could cause one of the project levees to break near the City, there would be a real danger and a warning and evacuation plan must be prepared.

Of primary concern is the safety of the citizens of Isleton and their property. Measures should be implemented so that the City of Isleton is maintained as a relatively safe place to live, though Isleton will never be completely protected from any future flooding anymore than any City located on a flood plain protected by the grace of a levee. New residents should be fully aware of this problem. The City of Isleton should not expand its limits further since this would also expand the area of the City susceptible to flooding.

ACTION PROGRAM

1. Prepare and implement a warning and evacuation plan.
2. Continue to press State and Federal officials and Congress for funding assistance to upgrade the levee system.

SCENIC HIGHWAY

GOAL: TO PROTECT THE SCENIC VISTAS OF THE SACRAMENTO RIVER AND THE COMMUNITY ALONG ITS BANKS

State Scenic Highway 160 traverses the length of Isleton for 1-1/4 miles. This highway is the only official scenic highway in Sacramento County and one of the few in the State of California. The highway emphasizes the scenic beauty of the Isleton area and the entire Delta region. It is the intention of the City of Isleton to support continued efforts within its jurisdiction to maintain the scenic corridor in its natural beauty.

All development of the land immediately adjacent to the highway will be discouraged except when such development might enhance the beauty and recreation potential of the corridor. Any improvements adjacent to the highway would be subject to a close evaluation based on their enhancement of and effect on the scenic corridor.

A greater effort will be made in the future to regulate signs and other structures within the visual corridor of Highway 160. Some unsightly structures and signs are located in close proximity to the highway. Owners of visually less-than-desirable structures will be sought out and requested to upgrade their property to conform with the goals of the State scenic corridor system.

ACTION PROGRAM

To adopt scenic corridor sign regulations to protect the highway corridor from unsightly billboards and other signs.

PUBLIC FACILITIES

GOAL: TO PROVIDE ALL CITIZENS WITH ADEQUATE, WELL-DESIGNED PUBLIC FACILITIES TO SERVE THE NEEDS OF THE TOTAL COMMUNITY.

Public facilities are those services or structures provided, regulated, or contracted by public agencies in the City of Isleton. These facilities include water, liquid and solid waste disposal, the school, library, police, and fire service, and City Hall. These facilities are essential to the daily operation of the community. Local property tax revenues support many of these services and structures, since they are the basic institutions of Isleton which benefit all residents.

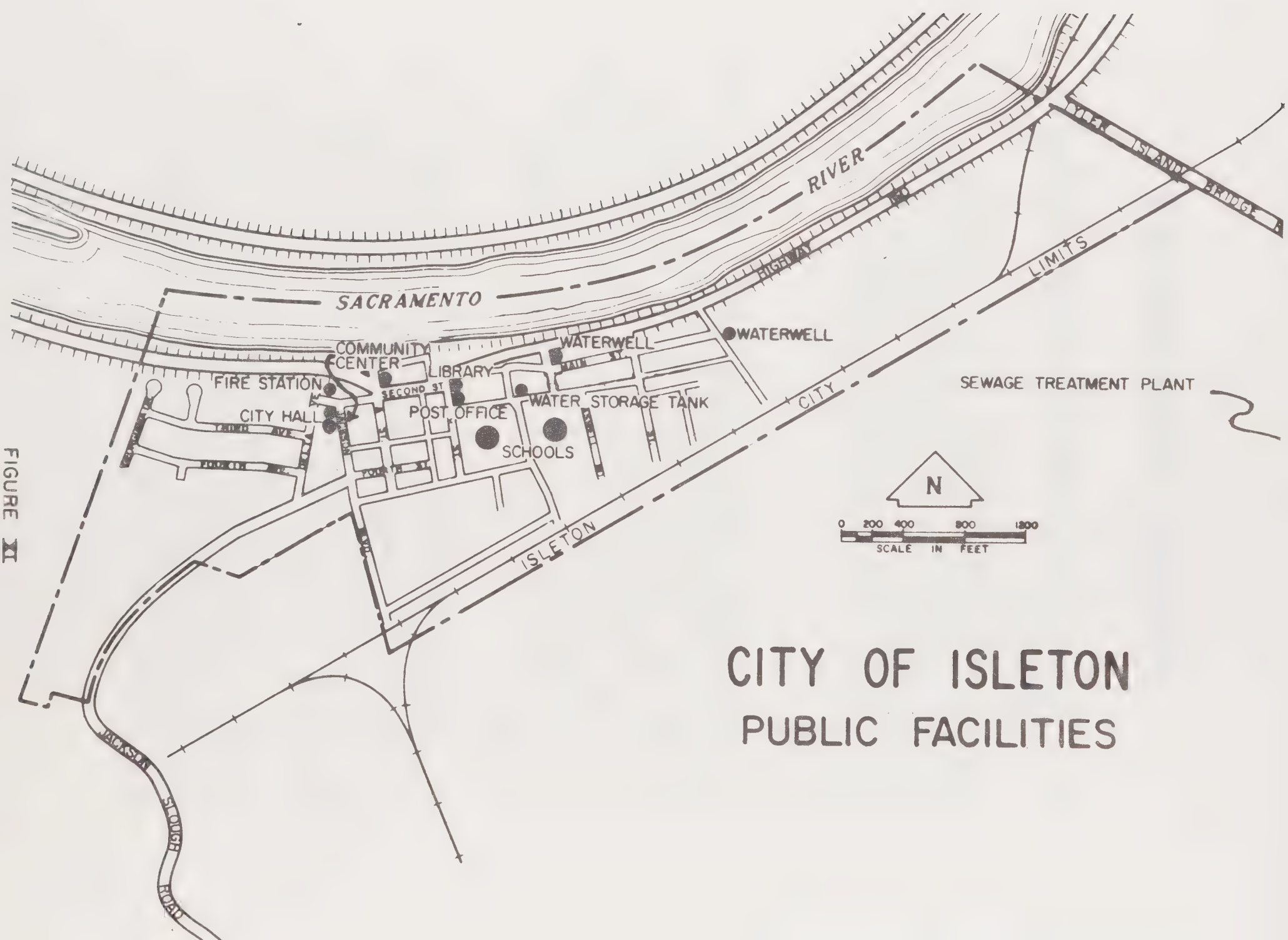
PUBLIC WATER SUPPLY

Domestic water is supplied to Isleton by Citizens Utilities Company of California, a private water company. Water is obtained from groundwater sources via two wells. The main well near "E" Street just south of the levee provides water up to 600 gallons per minute which is sufficient water for the City needs most of the time. The reserve well is located east of "H" Street in the industrial area and has a capacity of 400 gallons per minute. The water is stored in an overhead standpipe with a capacity of 250,000 gallons. This is sufficient storage for normal use of the present residents except in periods of high water use. More storage is needed and will have to be provided with substantial new residential development.

There are also pressure problems in the west end of town due partly to storage draw down and partly to the size of the water mains in that area. Quite a bit of that area is on a four inch main which is not adequate. There is need for a new six inch main and a new pressure system in conjunction with more storage. Part of the pressure problem stems from the fact that the capacity flow out of the bottom of the present storage tank is 850 gallons per minute into a six inch line.

Part of the problem with the water system is that it is privately owned and it is difficult to get the needed improvements done. The City could have bought the whole system a few years ago for a good price, but did not do so. Now the price would be considerably more at a time when the City cannot afford it. The City needs to seriously consider obtaining grant monies to acquire and upgrade the present system.

FIGURE II
-71-



CITY OF ISLETON

PUBLIC FACILITIES

LIQUID WASTE DISPOSAL

The City's new sewage treatment plant shows on Figure I. It is located near Georgiana Slough just south of Tyler Island Bridge Road. The new plant, completed in 1976, replaces the one in use when the 1972 flood struck. It provides primary treatment only since the capacity of the plant exceeds the needs of the present City and there is no discharge. It is estimated that the plant can meet the needs of the City up to a population of 2500 and can be expanded if necessary to accommodate more growth without the expense of going to secondary treatment of discharge water. The new facility was designed to meet the sewage waste water treatment and discharge requirements set forth in Resolution No. 71-112 of the Central Valley Regional Water Quality Control Board issued on October 26, 1970. Those requirements are considered to be the guiding policies of the City of Isleton in the operation of sewage treatment facilities.

SOLID WASTE DISPOSAL

Solid waste disposal in Isleton is provided by the Camarillo Sanitation Service who also provides this service for the surrounding area in the Delta. Backyard pickup is by the garbage can with the fee dependent on the number of cans utilized. Pickup service is once a week except on special request and then twice a week service can be obtained. Camarillo has been depositing the material in the disposal site at the southern tip of Grant Island, almost directly across the River from Isleton. In April, 1979, the disposal site will be closed and the County will install a transfer station at the same location. Henceforth, the County will transfer the material collected by Camarillo to the main sanitary landfill on Kiefer Boulevard.

SCHOOLS

Isleton is part of the River Delta Unified School District which was unified in 1968. School facilities within Isleton provide primary education services for grades kindergarten through eight. Secondary education facilities for Isleton students are located in Rio Vista at the Rio Vista High School.

The elementary school program is administered in two completely remodeled facilities on either side of "D" Street, south of Union Street in the center of town. Grades kindergarten through third are housed in the easterly facility, and grades four through eight in the other. The capacity of the two facilities is 400 or more, but the spring 1979 enrollment was only 250. This gives considerable room for expansion should there be new residential construction in the City.

LIBRARY

A branch library of the Sacramento City-County Library system is located in Isleton. Since 1967, it has been located in a new building along with the U.S. Post Office. Prior to that, it was located in small quarters near the old bank. There are approximately 12,000 books in the library. Any future plans for library expansion are contingent upon the growth of the City.

POLICE

Isleton presently has four full-time police officers (including the Chief of Police) and one part-time reserve officer. The police department operates two police cars out of City Hall where the radio communications switchboard is located.

The City has an average of 4.1 sworn personnel per 1,000 population, a good average according to the Comprehensive Criminal Justice Plan for the Sacramento region. In the event of an increasing population, the City should hire additional full-time personnel accordingly so as to maintain adequate police protection for the City.

FIRE PROTECTION

Isleton is the center of the Isleton Fire Protection District whose boundaries extend in an approximate 2-1/2 mile radius from the City encompassing approximately 27 square miles. Officially, the City takes care of its own area and the District takes care of the outlying area. However, the City and the District function as one unit except for the accounting of expenses. The District owns four fire trucks and the City owns two. All six are housed in the District fire house across the street from City Hall. The District intends to buy another fire truck and build a new facility on City property south of City hall to house its equipment. Community Development Block Grant Funds have been approved to build a new City fire house. The District also has one ambulance for emergencies. The City Fire Chief serves both the District and the City, along with a contingent of 33 volunteer firemen.

The ISO rating within the City of Isleton is a 7, while outside the City limits it is 8. There are 37 fire hydrants located in the City and four in the remainder of the District.

COMMUNITY CENTER

For years, the City Hall, located on the corner of Second Street and Jackson Boulevard, has had to function as City offices and community center. It serves as the police headquarters, office of the City Clerk, City Engineer, and others, and is where the City Planning Commission and City Council meets on a regular basis.

In 1977, the Sacramento County Board of Supervisors approved revenue sharing funds to finance a new community center complex on property just south of City Hall. This facility is scheduled to be completed by March 1979 and will provide some badly needed extra space for civic functions. The new facility includes a general purpose meeting room for use by various groups in the City and by the Planning Commission and City Council for their meetings, a smaller meeting room, a kitchen, and two offices. In a separate wing of the center is rental space in which the City hopes to place a resident doctor. This community center should help considerably toward filling the space needs for civic functions.

HISTORICAL BUILDINGS

While there might be several buildings in Isleton that could be considered historical, the most historically significant building is the old Gardiner Improvement Company and Odd Fellows Hall located at Second and "A" Streets, backed up to the Sacramento River levee. The building was built in 1878 by Philip Hogate Gardiner and served down through the years as headquarters for the Gardiner Improvement Company, general store, and so forth. It has not been used for commercial purposes for several years now and stands in need of some repair. It is highly desirable to preserve this facility and, if a waterfront development is constructed in the future to capitalize on the recreational activity along the River, the overall development plan should include this building.

HEALTH CENTER

With completion of the new community center complex Isleton has finally obtained a new resident physician. His office occupies the rental office space in the community center and thus fulfills a long term need in the City and surrounding area.

ACTION PROGRAM

1. Seek grant monies to purchase and upgrade the City water system now operated by Citizen's Utilities.
2. Continue to manage the operation of the fire district to provide a high quality of fire protection throughout the City.
3. Actively pursue locating a resident physician in the new community center facility.
4. Support the library in its efforts to provide excellent library services for the Isleton area.
5. Promote effective use of the new community center by residents and civic groups of the City so that it can truly become the City focal point.

IMPLEMENTATION

GOAL: TO IMPLEMENT ALL OF THE ACTION PROGRAMS CONTAINED IN THIS PLAN.

One of the most important, yet difficult, aspects of the General Plan is the assurance that those proposals in the Plan requiring actions by the City beyond its existing normal functions will be carried out. The bulk of the actions and recommendations of this Plan are of a policy nature. They are expressions of official attitude of the City toward various aspects of its physical environment. These policies will be implemented through the every day decision-making process of the Planning Commission and City Council, or by action of the City staff.

Throughout this document various action programs have been recommended. The major actions which must be taken soon by the City are outlined in the summary at the beginning of this document and will not be repeated here. One other section of implementation which must be carried out as required by the State Legislature and to, in reality, make the land use element of the Plan meaningful is zoning consistency.

ZONING CONSISTENCY

As discussed previously, this General Plan is intended to be a guide for the physical development of the City. In addition to this, the Plan stands as a guide for establishing zoning classifications which regulate in detail the use of each parcel of land. While land use plans and zoning are separate entities, they are required by law to be consistent in the general policies which they reflect. Following is a description of those zoning classifications consistent with each land use category. There will be some minor inconsistencies due to the historical use or peculiarity of some parcels, but for the most part, land use and zoning will be consistent. Where conflicts between existing zoning and the land use plan do arise, the City will initiate proceedings to adjust the zoning accordingly.

Within each of the following land use categories, the identified zones are consistent with the goals of the General Plan:

LOW DENSITY RESIDENTIAL	A	Agricultural Zone as a holding zone until such time as development plans are approved.
	R-1	Residential Zone
	R-3	Multiple Family Zone in cases where density does not exceed 8 dwellings per acre.
MEDIUM DENSITY RESIDENTIAL	R-1	Residential Zone
	R-3	Multiple Family Zone
MOBILEHOMES	R-1	Residential Zone
	R-3	Multiple Family Zone in cases where those densities do not exceed 10 dwellings per acre
	MHP	New classification to be drafted
RESIDENTIAL/COMMERCIAL	R-3	Multiple Family Zone
	S-C	Limited Commercial Zone
	C	Commercial Zone
COMMERCIAL	S-C	Limited Commercial Zone
	C	Commercial Zone
INDUSTRIAL	A	Agricultural Zone as a holding zone
	C	Commercial Zone
	M	Industrial Zone
PUBLIC/QUASI-PUBLIC	A	Agricultural Zone
	R-1	Residential Zone
	R-3	Multiple Family Zone
	S-C	Limited Commercial Zone
	C	Commercial Zone
	M	Industrial Zone

SCHOOLS

R-1 Residential Zone

PARKS/OPEN SPACE

A Agricultural Zone

R-1 Residential Zone

R-3 Multiple Family Zone

S-C Limited Commercial Zone

C Commercial Zone

M Industrial Zone

AGRICULTURE

A Agricultural Zone

APPENDIX

Table A-1

CITY OF ISLETON
compared with
SACRAMENTO COUNTY TOTAL

PERCENT OF POPULATION IN DIFFERENT AGE GROUPS
BY SEX*

GROUP	% of Population		% of Population				Difference
	TOTAL COUNTY	ISLETON	Total Co.		Isleton		
			M	F	M	F	
Under 6	8.2	7.4	4.1	4.1	3.1	4.1	Isleton slightly less
6 - 17	22.1	21.6	11.4	10.7	11.1	10.5	"
18 - 24	12.9	8.8	6.2	6.7	4.8	4.0	Isleton down condiderably
25 - 34	16.0	10.6	8.0	8.0	5.3	5.3	"
35 - 44	11.9	8.5	5.9	6.0	4.3	4.2	"
45 - 54	11.9	12.8	5.9	6.0	5.8	7.0	About even
55 - 64	8.6	10.7	4.3	4.3	6.0	4.7	Isleton up
65 and over	8.4	19.6	3.6	4.8	13.4	6.2	slightly Isleton up
							233%

* Source is 1975 Census.

Table A-2
ISLETON POPULATION HOLDING CAPACITY
OF
PREFERRED LAND USE ALTERNATIVE*

New Housing		Dwelling Unit	Family Size	Population
SINGLE FAMILY				
. West End Addition	62			
. Fill-in of Existing Lots	20	188	3.1	580
. New, South of School	26			
. New, East Side	80			
TWO FAMILY AND FOUR FAMILY				
. Fourplexes downtown	24	58	2.5	145
. Duplexes Eastside	34			
MEDIUM DENSITY				
. Jackson Boulevard, north and south	110			
. Old School Blvd.	10	180	1.5	270
. Labor Camp Area	60			
MOBILE HOMES				
. New Eastside (@ 8 per acre)	85	85	1.5	130
NEW POPULATION				1,125
1978 ESTIMATED POPULATION				1,030
HOLDING CAPACITY				2,155

* These figures reflect the alternative land use plan that would have been recommended if flood restrictions had not been imposed.

U.C. BERKELEY LIBRARIES



C124901339